

GRAIN DEALERS JOURNAL

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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England & Co., Chas., grain, hay.*
Fahy & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

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Hassenwinkle Grain Co., brks. of country grain.
Worth-Gyles Grain Co., cash and future grain.*

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Cressey, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., G. F., grain brokers.
Taft, R. C., grain broker.

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Doerty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bourneque Co., receivers and shippers.*
Urmonston Grain Co., grain commission.*

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Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

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King Wilder Grain Co., grain shippers.*

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Palley & Co., E. W., grain commis'n merchants.*
Bartlett & Son Co., L., grain commission.*
Bartlett-Frazier Co., grain merchants.*
Pennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain com'ns mchts.*
Carhart Code Harvesting Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Finney & Co., Sam., consignments solicited.
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
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Lipsey & Co., grain commission.*
Logan & Bryan, options, cash grain.*

CHICAGO (Continued).

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McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
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Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.*
Sawyers Grain Co., grain commission.*
Schiffman & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.
Blumenthal, Max, grain, feed, hay and straw.*
Bronse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs, hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

Stagner Bros., recvrs, shprs, grn, hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. B., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughy-Josman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay comgnts, a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., E. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

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Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whole, grain, hay and mill pdts.*
Koehler-Twidale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

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Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Ritch Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hill, Lew, strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., commission, bkg.
Urmonston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

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Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
Clay (Frank B.) Grain Co., hedging—mill orders.*
Christopher & Co., B. C., kafir, feterita, milo.*
Croydale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
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Goffe & Carkner, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Kemper Mill & Elevtr. Co., grain and feed.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. B., consignments.
Root Grain Co., consignments and futures.*
Secular-Bishop Grain Co., consignments.*
Simmonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

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Cunningham Commission Co., gr., corn products.*
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E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*
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Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.*
Fruechtenicht, Henry, hay, grain, mill products.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

Vol. XLII. No. 1.

Chicago, Ill., U. S. A., January 10, 1919

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

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Bacon Co., E. P., grain and seed.*
Donahue Stratton Co., grain merchants.*
Hensley & Owen, grain commission.*
Kamm Company, P. C., barley and rye.*
Moering Grain Co., grain and feeds.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

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Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
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Getchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Poehler, H. & Co., grain commission.*
Scroggins-McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ly.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

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Produce Exchange Members.

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Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Therrien, A. F., broker.

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Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.*
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Rutledge Grain Co., com. merchants.*
Stowers Grain Co., W. B., com. merchants.*

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Grain Exchange Members.

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Cope & Kearney, grain commission.*
Crowell Elevator Co., receivers, shippers.*
Fisher Rothschild Grain Co., corn and oats.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., rcvrs. & shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.*
Uplike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

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Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
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Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

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Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.*

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Geidel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Mc'I I. & R. Co., grain, hay & feed.*

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SAGINAW, MICH.

Smith-Conner H. & Gr. Co., hay and grain.

ST. JOSEPH, MO.

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Gunnell Windle Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J. hominy feed.*
Gelger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dr. and broker.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.*
Bryant, Tilghman A., grain broker-consignments.*
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkeener Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Klosterman-Patton Gr. Co., grain receivers.*
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.*
Hunter Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

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King Elevator Co., receivers & shippers.*
McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.*
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

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De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs. shippers.*
Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

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Board of Trade Members.

Beyer Grain Co., consignments & mill orders.*
Bruce Bros. Grain Co., Consignments.*
Kansas Milling Co., grain dept., wheat & corn.*
Wichita Terminal Elev. Co., wheat, corn, oats.*

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

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Members**TWIDALE-WRIGHT GRAIN CO.**Board of Trade, KANSAS CITY, MO.
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Wheat Calculator
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Prompt and Careful Attention Given Consignments**HALL-BAKER GRAIN CO.**Buyers and Sellers of Grain
CONSIGNMENTS
Kansas City - - Missouri**A. C. DAVIS GRAIN CO.**Grain Commission
Mill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.**KAFIR CORN
FETERITA
MILO MAIZE**We buy and sell
B. C. CHRISTOPHER & COMPANY
Kansas City, Mo.**PARKER CORN COMPANY**

Buyers and Shippers

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CONSIGNMENT SPECIALISTS
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311 Board of Trade KANSAS CITY, MO**BRUCE BROS. GRAIN CO.**

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NEW ORLEANS
LANGENBERG BROS. GRAIN & HAY CO.
RECEIVERS, SHIPPERS & EXPORTERS
GRAIN AND HAY
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and the country shipper will give you the
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**CONSIGN****Ernst-Davis Com. Co.**

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KANSAS CITY

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Members



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KANSAS CITY
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301-302 Board of Trade
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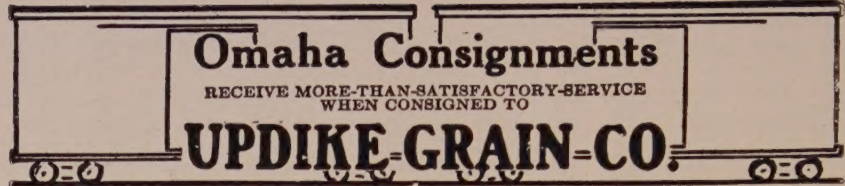
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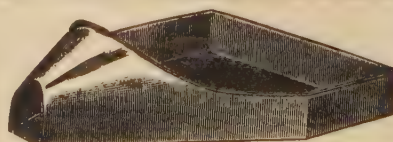
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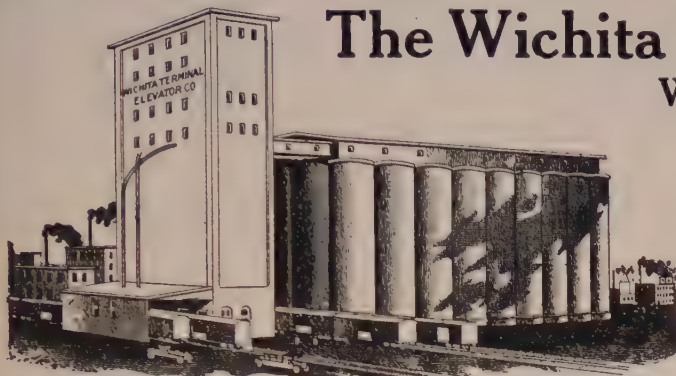
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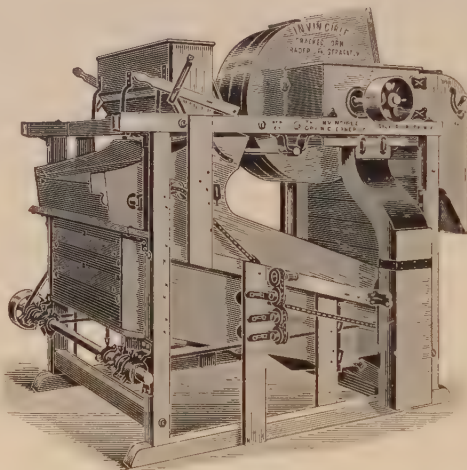
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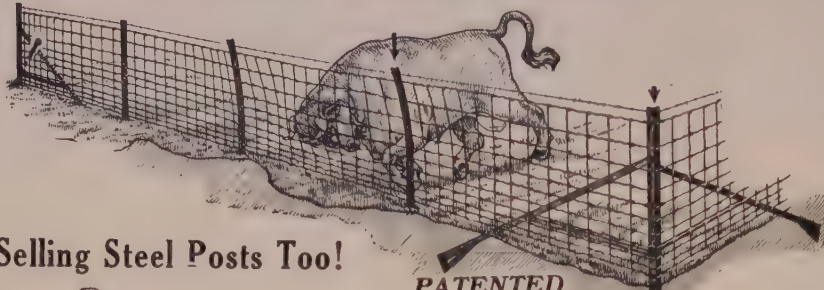
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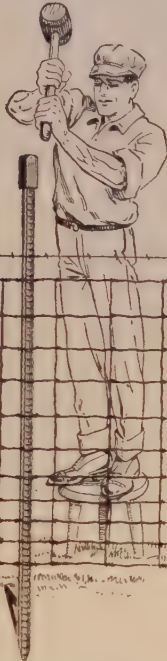
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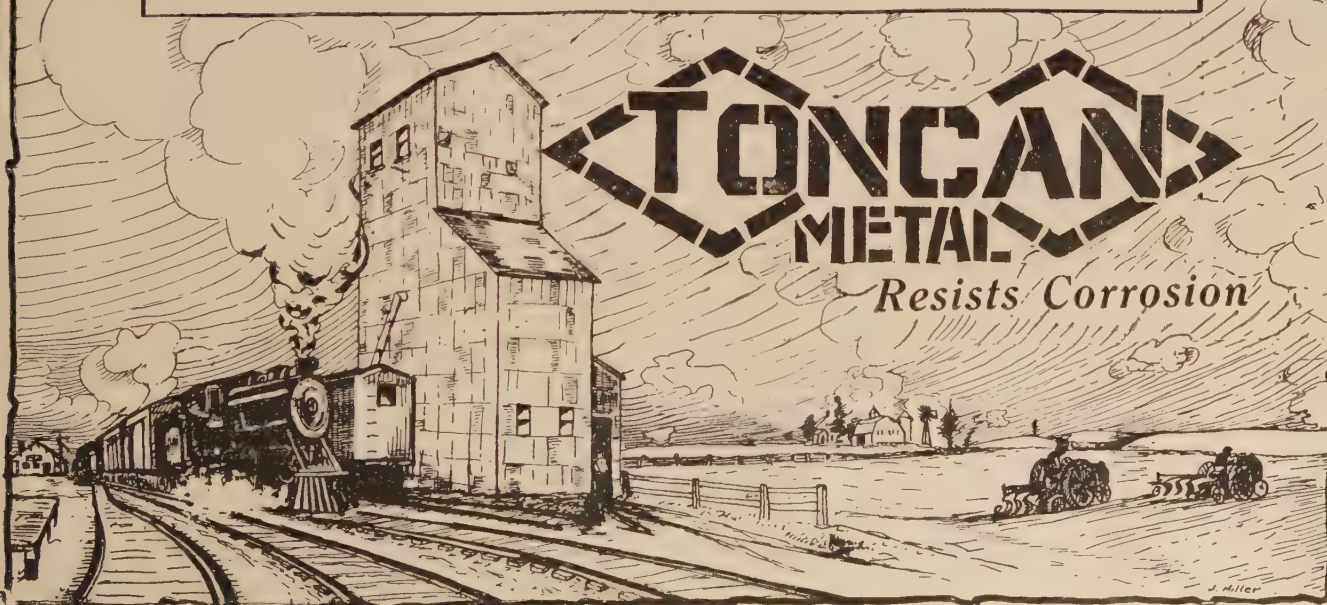
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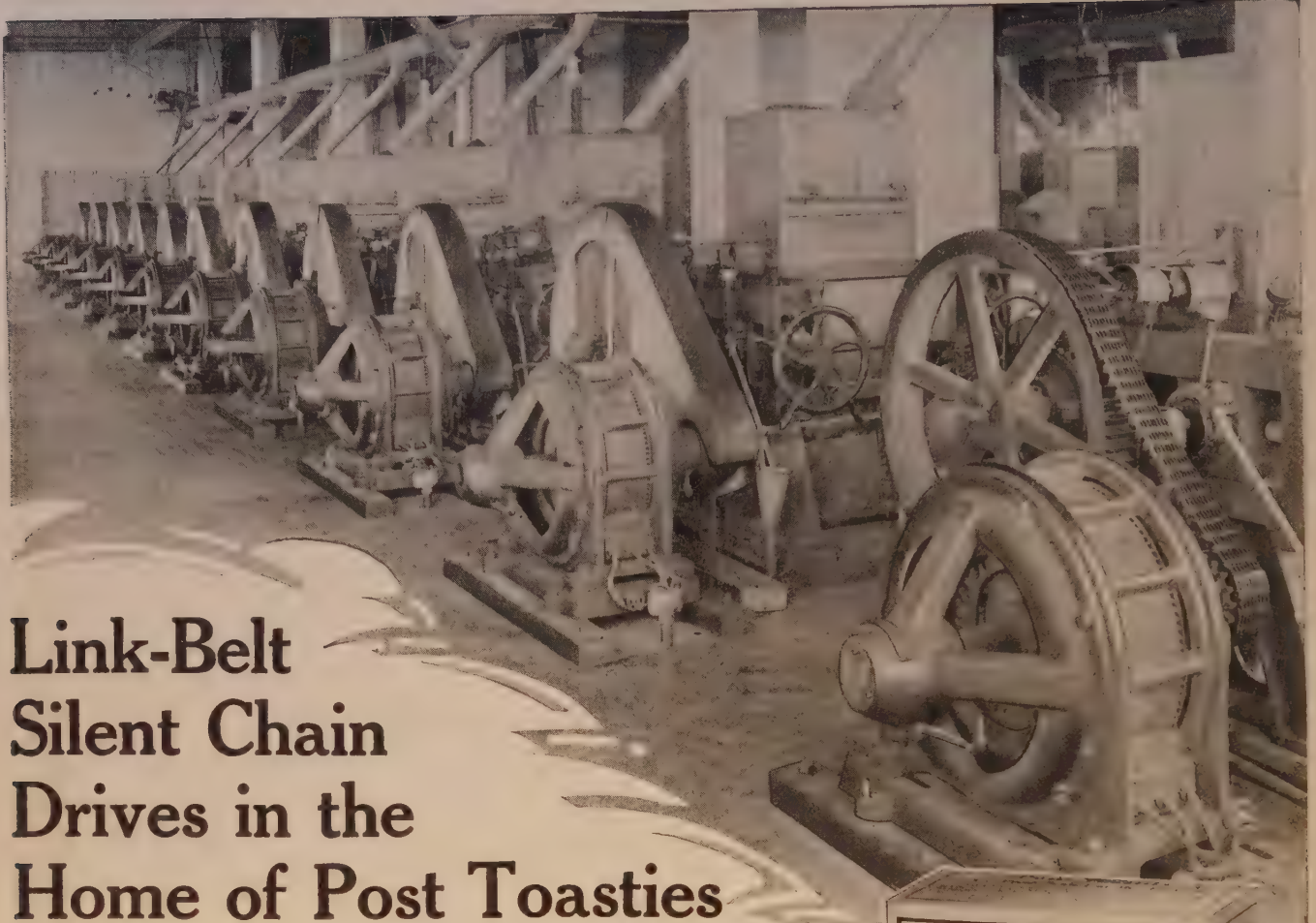
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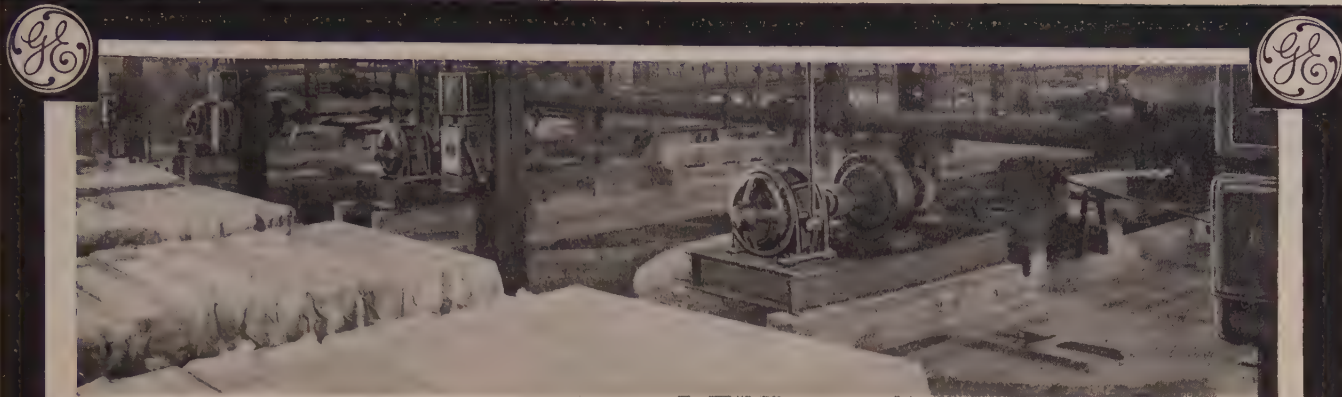
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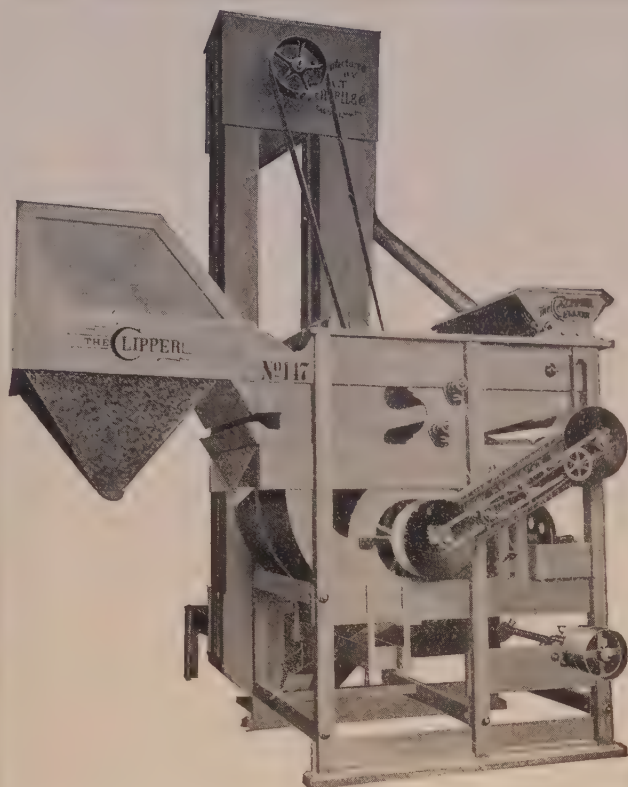


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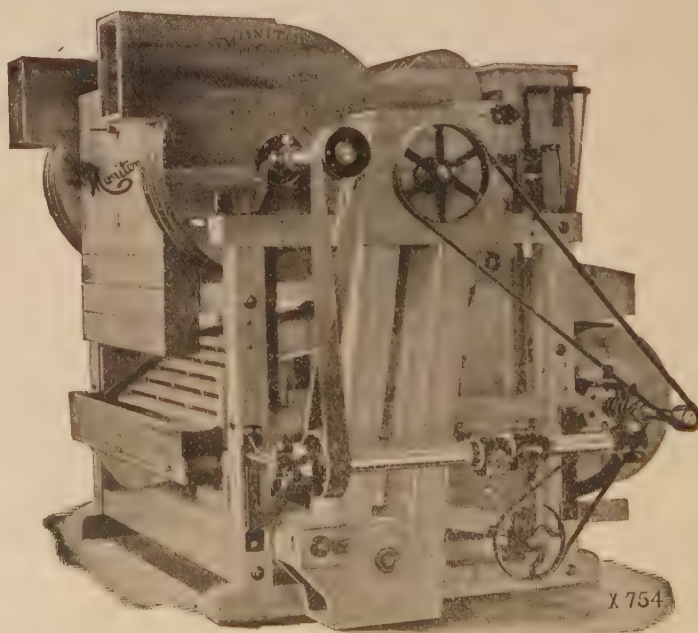
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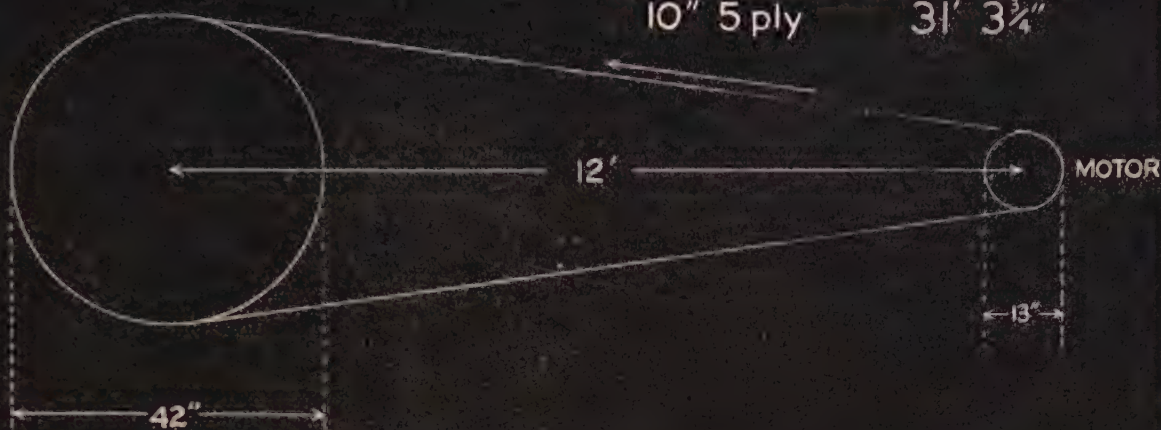
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10" 5 ply 31' 3 $\frac{3}{4}$ "

The Hard Drive That Seems Simple—and the G.T.M

Fifteen belts had been devoured in a plant in Allentown, Penna., in three years by a small motor-drive that seemed to be simple and easy. The fifteen had been of every conceivable type and material. Their prices ranged from the cheap to the most expensive. One day a G.T.M.—Goodyear Technical Man—Mr. Ford from our Philadelphia Branch, called on the plant superintendent. He got a hearing immediately, and it surprised the G.T.M. Generally the first thing he got was a question about prices.

The G.T.M. explained the Goodyear Plan of selling belts only after a careful analysis of the drives to be served—and not as a grocer sells sugar. The superintendent took him to the motor-drive that looked so simple and easy, and told him how it fairly ate up dollars. The G.T.M. looked it over.

He found that the drive wasn't simple and easy at all. It transmitted power to drive a combination conveyor line and bucket elevator—without the use of reciprocal gears. All the strain and vibration of the conveyor and bucket elevator loads were directly on the belt. It just had to be kept exceptionally tight. In addition the drive was in a grinding room so that an excessive amount of gritty dust collected on it, got between it and the pulleys, and ground away at the belt face. The G.T.M. pointed out all these things to the superintendent. "That's true," said the latter, "and what are you going to do about it?"

The G.T.M. thought it over. Then he measured the pulleys, the distance between centers, and the belt speed. He figured for a few moments and told the superintendent that the drive needed a 31 foot 3 $\frac{3}{4}$ inch, 5 ply Blue Streak Belt—and added that a certain kind of fastener should be used.

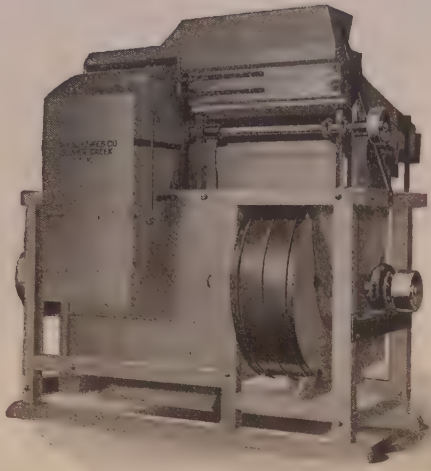
Then he quoted the price. It was less than that of some of the previous belts. He got the order—not because of the price, but because his methods of studying the conditions and prescribing the proper Goodyear Belt seemed to the superintendent the logical method. The belt came, was installed March 23, 1917, and is still serving the drive. It has already given over a year and a half of service. The best average before that time had been four and a half months.

The saving effected was so great that the G.T.M. was asked to analyze other drives and to prescribe proper belts. If you have a hard drive, especially if it is one whose belt-devouring nature seems unexplainable, ask a G.T.M. to call. One from the nearest Goodyear Branch will be glad to do so when next he is in your vicinity. His service is free—for the savings it effects for purchasers are so evident and material, that a gratifying volume of business from the plants analyzed is certain to be ours within a few years.

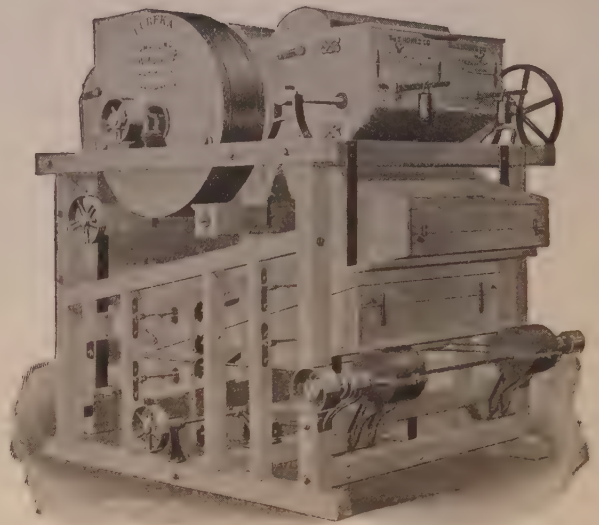
THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING • PACKING HOSE • VALVES
GOODYEAR
 AKRON

GRAIN CLEANING MACHINERY



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**YOUR GRAIN CLEANING TROUBLES WILL BE ENDED
WHEN YOU INSTALL EUREKA MACHINES IN YOUR PLANT**

BUY MORE
LIBERTY BONDS

MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?
S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

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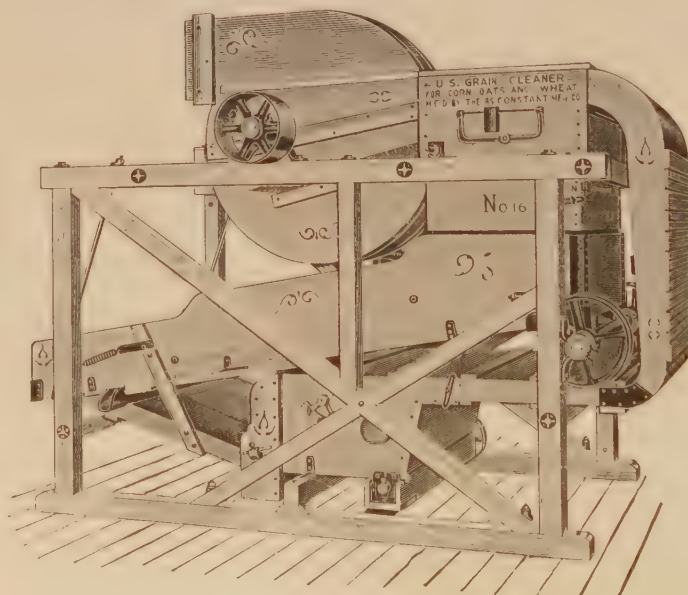
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The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.

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Powerful Fan

Fan Always
Under Control

Dustless



Two
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Catalog of Our Complete Line of Elevator Machinery on Request

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Illinois

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The test of any business is the way it responds to special emergencies. You can judge this business by the promptness and facility with which we fill orders and make shipments—anticipating the requirements of the trade with complete stocks of elevator machinery. We figured on a record season this year and the orders are coming to warrant it. This is the accredited headquarters for everything in

Grain Elevator Equipment

and we spare no effort to insure quick dispatch from this end. But with railroads congested, and delays in transit more or less unavoidable, customers are reminded in their own interest to order well ahead.

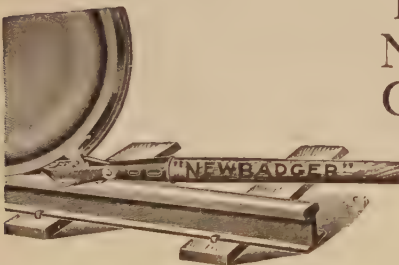
Everything in elevating, conveying and power transmitting machinery.



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Flexible Loading Spout Holder



Car Movers of All Kinds

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We manufacture all sizes of Grain Spouting and Loading Spouts

Large Stock of Bucket Belting on hand at all times.

Send us your list of machinery and we will name you some very interesting prices.

We feature Howe Scales as the best, most accurate, simplest and cheapest, and the extent of our trade in them shows what elevator men think. Old scales of any make repaired and refitted.

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Salem Buckets



Wood, Iron & Split Steel Pulleys



BELTING

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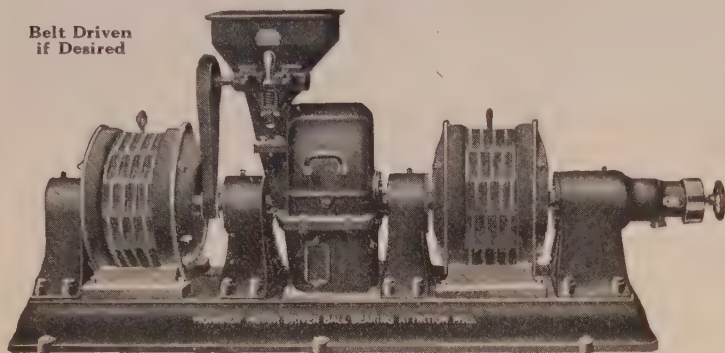
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"All That The Name Implies"
The "Monarch"
Ball Bearing Attrition Mill

Monarch not only among attrition mills, but among feed grinding equipment of every kind. Economical of power and oil, it delivers the ground product at a cost that is remarkably low. No hot bearings; no shutdowns; no uneven grinding; perfect convenience and accessibility, all mean larger profits and satisfied customers.

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Mill Builders and Milling Engineers

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There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

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Capacity 2 1/2 Gallons



Simple
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Discharging
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Stopping
at will

Non-
Freezing
40 below
Zero

Harmless
to Flesh
or
Fabrics

Throws a Continuous Stream 45 Feet
CONSTRUCTION of this appliance MUST NOT BE CLASSED
with the ordinary pump or extinguisher

UNDERWRITERS LABORATORIES, INC.
INSPECTED
HAND PUMP TYPE EXTINGUISHER
2 1/2 GALLONS

Can be tested any time without the loss of liquid, the solution being discharged back into the shell through the filler.

A Practical and Reliable Fire Appliance for all Seasons of the Year

OUR NON-FREEZING PUMP TYPE FIRE EXTINGUISHER

is constructed of heavy copper, brass and non-kinking hose. It has withstood an unlimited test in every detail for durability and efficiency, under all conditions to which an appliance of this kind is subjected in general use, by the Underwriters' Laboratories, Inc., under the direction of the National Board of Fire Underwriters.

Can be tested any time without the loss of liquid, the solution being discharged back into the shell through the filler.

There is no time lost in generating a pressure. A powerful, continuous stream forty-five feet is thrown immediately, which can be stopped and put into action at will, preventing any waste of liquid.

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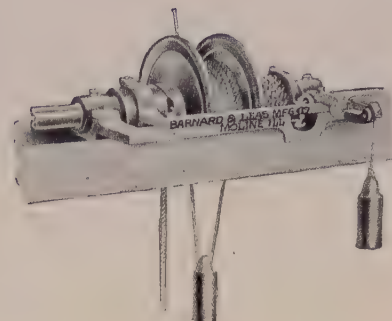
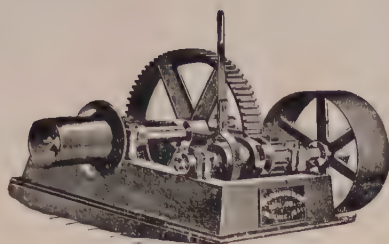
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Headquarters for Complete Elevator Outfits

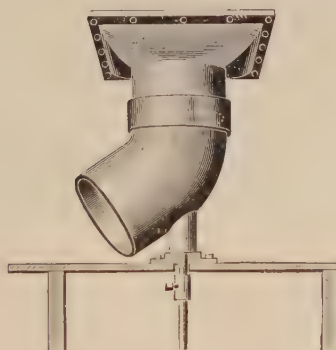
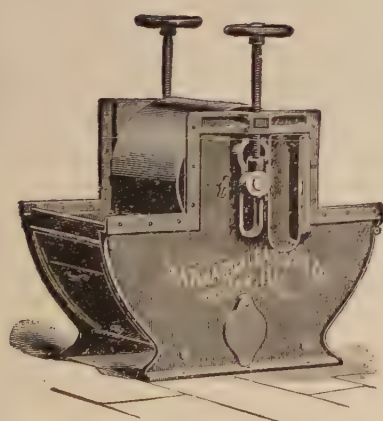


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Imitate the early bird by placing your order now before the Spring rush begins.

Shops and Tools expressly designed for the manufacture of elevator machinery and supplies.

For Quality, Moderate Prices and Prompt Service
Always Deal With a Specialist

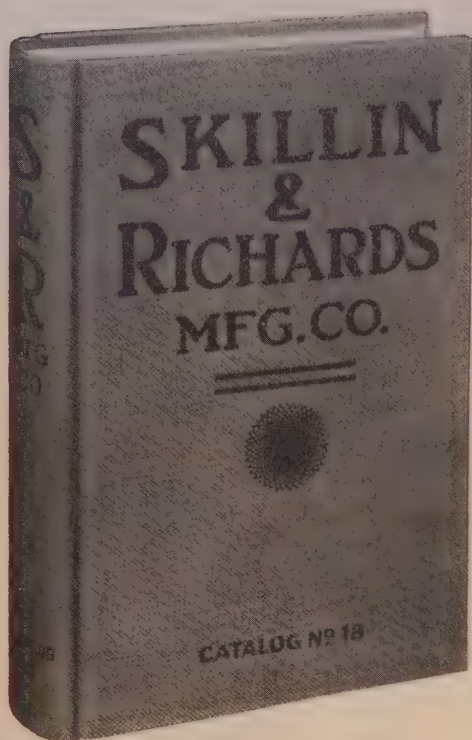


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Get the farmers of your community interested in the use of fertilizers

Practically every farmer can use fertilizer with profit, and the great majority, with **big** profit. Fertilizer is needed to increase yields; to make plump, heavy kernels; to hasten maturity. Losses due to soft corn are largely avoided by the use of fertilizer.

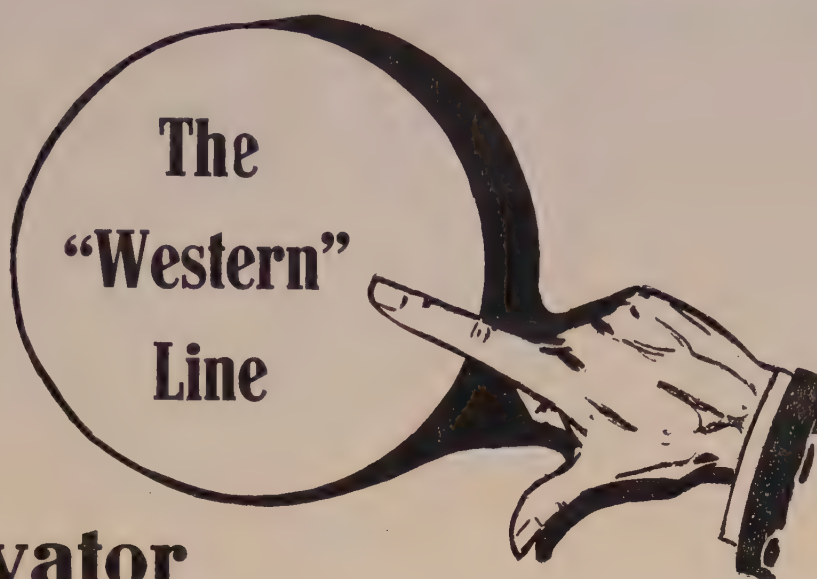
Push the sale of fertilizer among your grain customers, and thereby establish

A Profitable Side Line

When the farmer delivers a load of grain to your elevator, sell him a load of fertilizer to haul home. You can build a profitable fertilizer business without additional equipment or overhead expense.

Write us today for our booklet, "Fertilizers—What They Are and How to Use Them"; also list of all fertilizer companies doing business in your State. Both are free for the asking.

Soil Improvement Committee of the National Fertilizer Association
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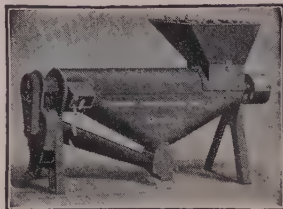
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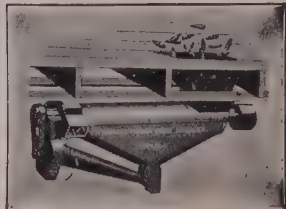
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The Union Iron Works
Decatur, Ill.



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Style B Sheller

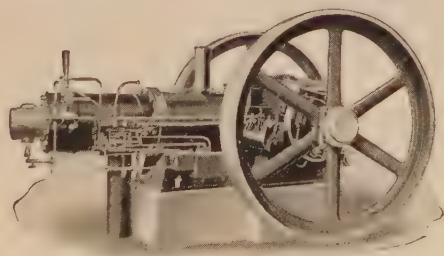
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TRIUMPH CORN SHELLERS
BELOW THE FLOOR
OR STAND THEM
ON THE FLOOR**

And either way they shell corn thoroughly and cost little to run.

Bulletin giving sizes, capacities, and power requirements gladly mailed upon request.

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for

U. S. Corn and Wheat Grades

A supplement to the Universal Grain Code is ready for distribution. It is free; postage 2 cts.

The Universal Grain Code was compiled especially for the use of the grain and milling trades, and it contains every word, phrase and term in use by the grain trade. The Code makes it possible to keep your business messages private. Its 146 pages contain 13,745 expressions and no two code words are spelled near enough alike to cause confusion. The book is 7x4 $\frac{5}{8}$ inches in size, printed on policy-bond paper, and bound in black, flexible leather. The price is only \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

The Supplement is a four-page folder to be inserted between pages 44 and 45 of the Code. It gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the new U. S. Standards. It is not lawful to sell grain for shipment in interstate commerce by any other grade than those specified in the Standards, and therefore it is necessary to specify those grades when wiring in order that misunderstandings may be avoided. A copy of the Supplement will be sent free upon receipt of a 3-ct. stamp.

MATFELON in a message means Universal Grain Code.

Grain Dealers Journal

305 So. LaSalle St.

Chicago, Ill.

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Ankorite
STEEL FENCE POSTS

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The wonderful sales success of Ankorite Posts shows conclusively the great demand for these

Steel Fence Posts of Superior Merit
Farmers everywhere are learning the unusual advantages of the Crimped Anchor and the other features of superiority in the Ankorite Patented Steel Post. Reorders from Dealers come in a steady stream.

Dealers' Opportunity Now Greater Than Ever Before
The coming season offers a truly remarkable opportunity for big sales to every Ankorite Dealer because an enormous amount of delayed fencing will have to be done this Spring. Millions of farmers are reading our Ankorite ads in the Farm Magazines and the demand for Ankorite Posts will be greater than ever. Someone in your locality will make money by supplying farmers with Ankorite Posts. NOW is the time to get "lined-up" for Spring business. Dealers are daily taking exclusive territory.

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THE PATENTED CRIMPED ANCHOR

NEW CORN

PREPARE for the new Crop.

The FLINT - BROWN-DUVEL MOISTURE TESTER, our DOCKAGE SCALE and our CORN TESTING SIEVES will enable you to handle the new crop as it should be handled. Don't delay.

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Combined Grain Cleaner
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Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

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Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grains. Simple and easy to install and operate. It will pay you to write for booklet, "Better Profits for You." 30 days' trial. Do it now.

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Boss Car Loaders.

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IT TAKES 300,000 MEN JUST TO REPAIR THIS DAMAGE

Stop It
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We will ship you two pounds, \$5.50; five pounds, \$11.00. on 30 days time

Rat Cure
NEVER FAILS

No Mixing
No Odors

and if rats and mice do not eat it it is returnable at our expense.

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CLAIM LOSSES
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TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.

Write for samples and prices.

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to modernize your plant so it will net you larger profits? Is it here?

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 { Roller
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Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
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Sample Envelopes
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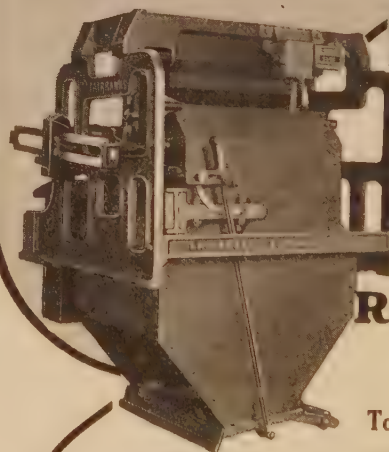
or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

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Grain Dealers Journal, 305 So. La Salle St., Chicago

**Authentic Printed Records
in duplicate**



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Automatic
SCALES**
equipped with
**Type
Registering
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Weights same weight per discharge on all grains—

Do s away with changing weights in the weight-box.

To give you accurate every day knowledge of the exact amount of each kind of grain that passes through your elevator.

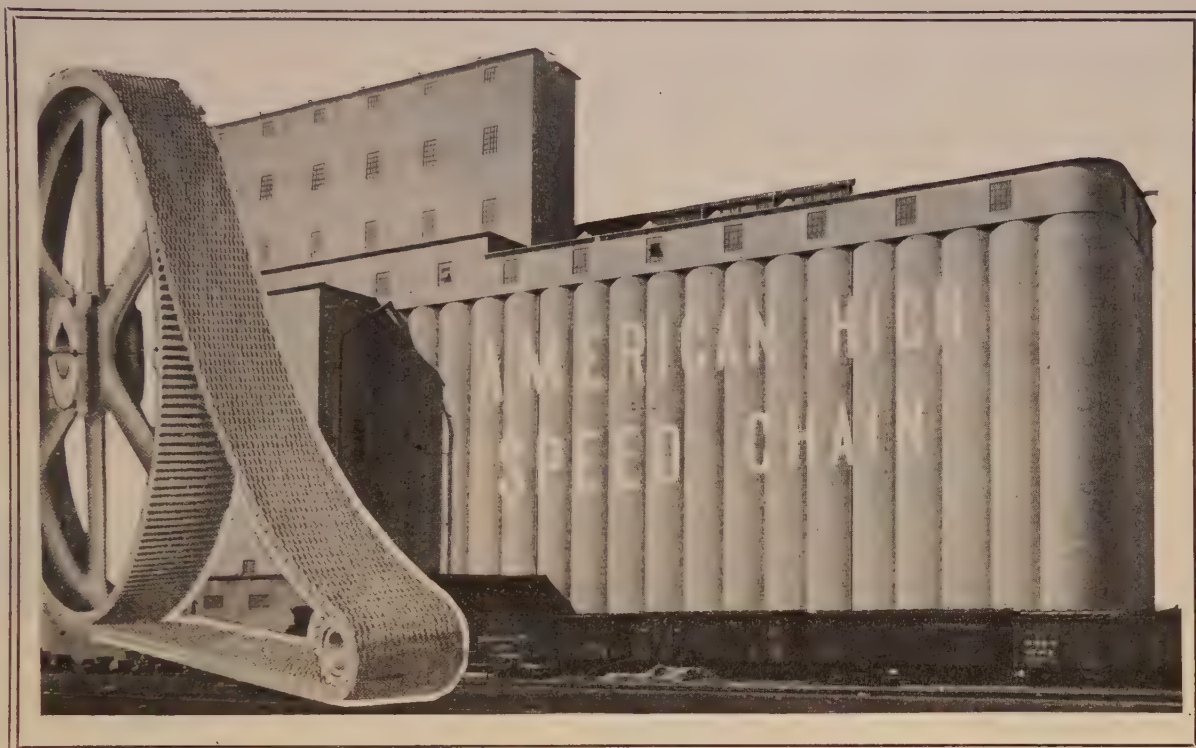
Guaranteed by Fairbanks Quality

FAIRBANKS, MORSE & CO.

Chicago - Manufacturers

THAT NEW ELEVATOR

will be built from the most improved designs. It will be equipped with machinery in keeping with most recent practice in the handling of grain. Therefore you will be considering high speed silent chain for the driving of machines and line shafting.



American High Speed Chain

will meet your requirements in cost, applicability, dependability and length of service.

FOR THE ELEVATOR YOU ARE REMODELING, the substitution of American High Speed Chain for present belt or gear drives will accomplish more toward bringing your plant up to the minute than any other improvement you can make.

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KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
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Used by Thousands of
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THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

ELEVATORS FOR SALE

If you want to buy or sell an Elevator or anything in the line of elevator equipment try a Liner advertisement on the Classified pages. Send along your special Wants and see how quickly the Grain Dealers Journal can meet requirements. We cover the entire field twice a month.

IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving here-with, is machine perforated. Size of ticket 3x6 $\frac{3}{8}$ inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order. Order Form 19GT. Price \$1.10.

GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.

HALL SPECIAL ELEVATOR LEG

When we conceived the idea of the HALL SPECIAL LEG we had one great big thought before us, that elevator owners are no longer satisfied with half work. What they want is a leg that will not keep a man constantly at the feed gate to prevent chokes and watch cups ascending half full. So we designed a leg to operate on a commercial basis. We figured your standpoint and found that it cost you more money than putting in the right system of transportation in the first place; and resolved to save you the constant expense, shortened profits, and worry that comes with confusion, lost motion and waste.



HALL SIGNALING DISTRIBUTOR

The moment you receive notice from your consignee of a "reduction for mixed grain," stop and think. Note the amount. Ascertain the cause of the mixture. You can run it down.

The elevator operator knows.

The HALL SIGNALING DISTRIBUTOR was invented originally for the sole purpose of preventing mixtures.

It accomplishes that purpose absolutely, and it often saves in one car load of grain, more than its cost.

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For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

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ST. LOUIS, MO.

It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.



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PAINT

when buying a protective paint. It has unusual qualities for protecting all kinds of exposed metal or wood work against corrosion of all kinds. Write for Booklet No. 15-R and long service records.

Made in Jersey City, N. J., by the

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ESTABLISHED 1827



CONE-SHAPE GRINDERS

IT PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. GI

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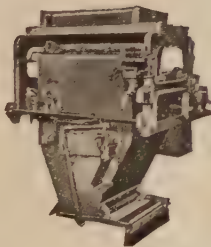
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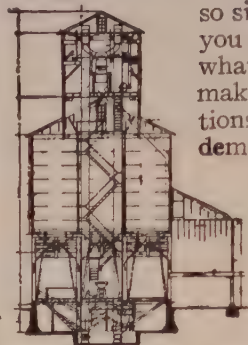
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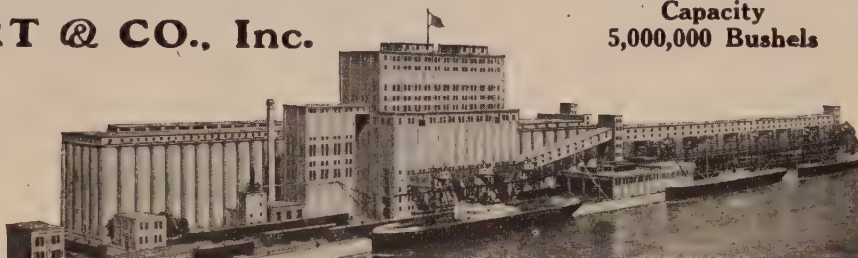
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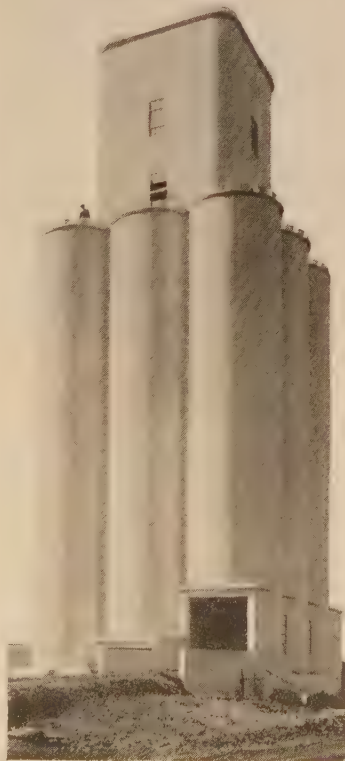
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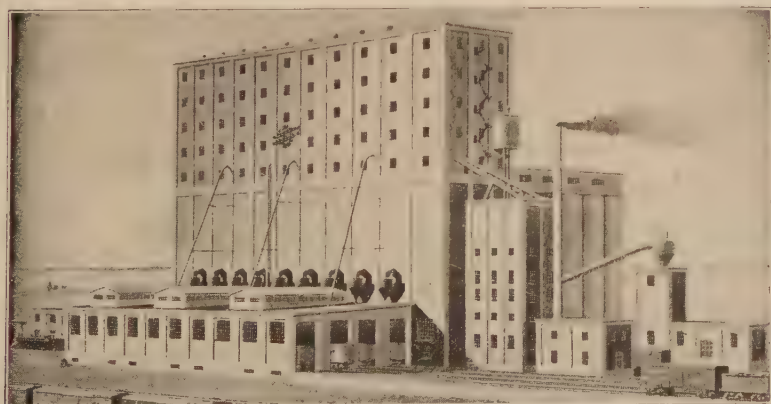
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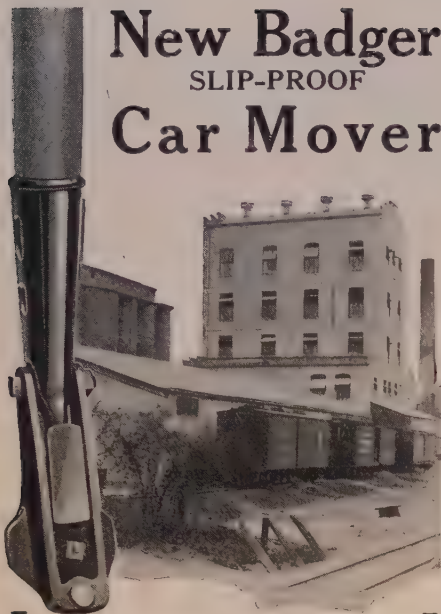
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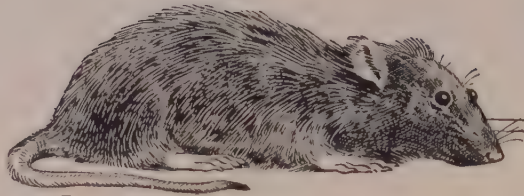
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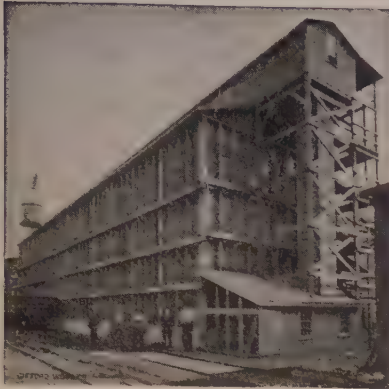
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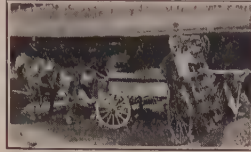
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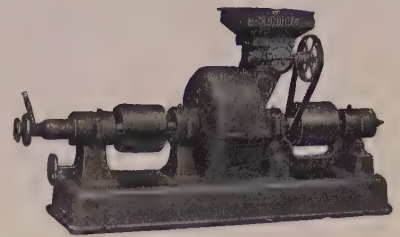
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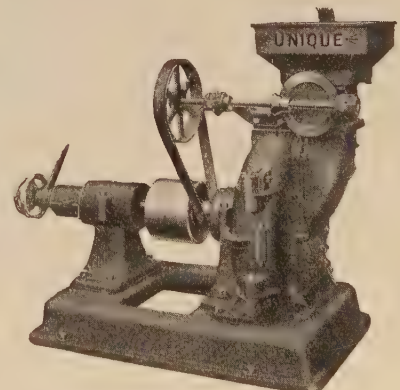
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IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

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I HAVE three quarters of good smooth farming land in Haskell Co., Kans. Well located; 1 quarter 1 mile out of Satanta and 2 quarters 5 miles out. 120 acres broke on quarter; half sec. grass. All in farming community; 80 acres good wheat, ¼ goes with land that I would trade for elevator property or elevator and small mill. Prefer Midget mill, located in Kans., Colo. or Okla. Have other lands. A full sec 2 miles out of Satanta, 320 acres broke. Would trade if your proposition is good and big enough. Name price and terms first letter. Inflated values will not be considered. Address Manager Vona Equity Co-operative Ass'n., Vona, Colo.

WE HAVE BEEN doing business under restrictions so long, we are rejoiced when we receive notice that one by one certain rules are cancelled and we slowly approach normal conditions, yet we do not complain. But your serving notice that our Journal will cease coming to us if we fail to send our check is one restriction we will not stand for. We simply can't do business without it, so here is yours and see that we get ours for twelve months.—Robert S. Kern, Kern & Kirtley Grain Co., Whitestown, Ind.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

ENGINES FOR SALE.

FOR SALE—25 H.P. Olds Gasoline Engine on skids, type "G," mfg'd by Reliance Engineering Co., Lansing, Michigan. Inquire Tracy & Chapman, Attorneys, Syracuse, N. Y.

STEAM ENGINES, BOILERS.

FOR SALE: Compound Engine, 14x30x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE—One 9x14 Atlas Engine, 25-h.p., with Chandler Taylor 35-h.p. 44" Tubular Boiler, 14 ft., 26 flues 3½ inch, and 50 foot iron stack, all in first class condition. A big bargain to first comer at \$700 f. o. b. STUDEBAKER GRAIN & SEED CO. Bluffton, Indiana.

FOR SALE—BOILERS—two 75 H.P. Hein Water Tube 125 lb. working pressure. One 30 H.P. Tubular High Pressure. ENGINES—150 H.P. Buckeye 8"x10" center crank. 26 H.P. New Era Gas Engine. 30 H.P. Springfield Gas Engine. 250 H.P. Heater. One 100 H.P. Heater. Casey Boiler Works, Springfield, Ohio.

FOR SALE—One 30 H.P. Steam Engine. One 40 H.P. boiler. Both in good condition. Vandalia Grain & Coal Co., Frankfort, Ind.

FOR SALE—150 H.P. Allis-Corliss engine; 75 h.p. high speed Chandler & Taylor engine; boiler feed pump and several power pumps; all in good condition. The Crystal Mills, Lake Crystal, Minn.

FOR SALE—60 h. p. Twin City Corliss Engine, 54x14 Tubular Boilers-Cochrane Heater, all piping, \$1,200 f. o. b. Box 17, Craig, Nebraska.

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER & SON MACHINERY SUPPLY CO.
527 N. Second St., St. Louis, Mo.

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

Big Stock

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 73-B

B. F. GUMP CO.

THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

SITUATIONS WANTED.

WANTED—Position as Manager of elevator or grain buyer by the first of April by thoroughly experienced man. Address Edward, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as agent for good firm. At present employed, aged 45, married. Able to handle any side line, all makes of machinery. Will give satisfactory reason for wanting to change. Address Efficient, Box 12, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as Manager of country elevator or solicitor for grain co., by man having 13 yrs. experience. First class references. Employed but good reason for change. Address Mitchell, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as Manager in country elevator. Have had 7 years experience as second man in farmers elevator. Am a good judge of grain and can keep a fair set of books. Married, age 36. Good references. Can make change any time. A. E. Ames, 910 Grant St., Beatrice, Neb.

SITUATION WANTED—With a good responsible house, by an experienced grain man who has a line of consignment customers tributary to Chicago, Peoria or St. Louis. Would consider buying Membership to Peoria or St. Louis. Address Chicago, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED—With Farmers Elevator Co., by experienced grain buyer. Now employed in North Dakota. Good reference and bond. Address Ambitious, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED—By an experienced, temperate man who can hustle. Have managed small stations to large towns in several states handling practically what trade needed. Line, private and farmers elevator co's. Can deliver the goods right. Bond in any amount and references. Address Mack, Box 12, Grain Dealers Journal, Chicago.

WANTED—Permanent position as manager of grain elevator by competent man thoroughly experienced in all branches of elevator work. Address Mo., Box 1, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of grain elevator by man having 10 yrs. experience. Thoroughly competent and reliable. Address W. D. Fisher, St. Mary's, Ohio.

WANTED—At once position in elevator. Have had 10 years' experience in elevator business. Best of references. Address C. W. Gibson, P. O. Box 12, Hawk Point, Mo.

POSITION WANTED with cash grain-private wire firm or feed mill. Have had extended experience as manager, telegrapher and local solicitor. Excellent references. Address Competent, Box 1, Grain Dealers Journal, Chicago.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co., of Ill., 409 N. 4th St., St. Louis, Mo.

Corn for Feeding

Wire or Write

Geo. W. Cole Grain Co., Inc.

Bushnell, Illinois

Established 1855

MALE HELP WANTED.

WANTED—A good miller. Greenville M. & Elev. Co., Greenville, Ohio.

WANTED—An experienced grain man for Farmers Elevator. One who is acquainted with lumber preferred. Give full information with application. Box 121, Leith, N. Dakota.

MILLWRIGHT Wanted—Man experienced in feed manufacturing plant and grain elevator. Good steady position for right man. Address Millwright, Box 1, Grain Dealers Journal, Chicago.

WE HAVE desirable territories open in Michigan and Ohio and wish to engage the services of thoroughly experienced, capable salesmen with acquaintance in those territories; please give full information in first letter covering your qualifications for the positions. Shane Bros. & Wilson Co., Minneapolis, Minn.

WANTED—Miller for 60-barrel mill. Address Rector Milling Co., Rector, Ark.

EXPERIENCED Bag Salesman wanted for several desirable territories. Apply immediately to Werthan Bag Company, St. Louis, Missouri.

PARTNERS WANTED.

WANTED—Partner to manage our transit elevator and feed mill near Buffalo, N. Y. J. W. Woodruff, Auditor, Ferrysburg, O.

DYNAMOS—MOTORS.

WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

FOR SALE—Westinghouse Motor 30 H. P. 3 Phase, 60 cycle. Good as new. Rink & Scheib, Edinburg, Ill.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

On account of changing to A. C. current we have 5 D. C. motors to sell; sizes 1-3 H. P., 3-10 H. P., 1-12½ H. P. Would take 1-200 H. P. A. C. motor in exchange. The above are all 110 volts. Chicago Folding Box Co., 2555 W. Taylor St., Chicago.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

IT IS NOT easy to teach old dogs new tricks and I shall be glad to continue my personal subscription to your interesting Journal.—Robert A. Shirrefs, Elizabeth, N. J.

MACHINES FOR SALE.

WE BUY & SELL Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

FOR SALE—Elevator leg, belting, cups, two screw conveyors, feed mixer, steeping tank and heating tank and grain drier. Good condition. Wm. Rotsted, 1214 No. Dearborn St., Chicago.

FOR SALE—1 No. 3 Monitor W. H. Separator in good condition. Immediate delivery.

STUDEBAKER GRAIN & SEED CO., Bluffton, Indiana.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

FOR SALE—Cheap. One No. 20 cc Sprout-Waldron Grinder. This Grinder has never been used. Has a capacity of 6500 lbs. per hour. Drive No. 57 goes with machine. Also have one Bowsher feed grinder, with extra set of burs. This machine has been used some, and will grind about 2000 lbs. per hour. The Brush Farmers Co-op. Elevator Co., Brush, Colo.

WE OFFER at a great sacrifice the following Elevator Machinery, most of it is as good as new.

1-50' Great Western Manlift; 1-500 bu. Fairbanks-Morse hopper scale; 1 Great Western Cylinder Corn sheller, capacity 200 bu.; 1 Barnard & Leas No. 1 Corn Cleaner; 1 250 bu. Eureka Oat Clipper; 1 Avery automatic sacker; 1 Bowsher feed grinder; 1 double stand corn grinder 6x18; 2 double stand flour rollers 6x16; 2-24" cast-iron boats with pulleys; 200' 12" rubber belting. Cups for same 12x17; 100' rubber belting with cups. We offer the above machinery for \$550 F. O. B. Blackwell, Okla. Welge Grain Co., Blackwell.

FOR SALE—One No. 8 Bowsher Feed Mill in perfect running order. First person sending us check for \$50 will get this machine. Price f. o. b. cars point shipment. Goodrich Bros. H. & G. Company, Winchester, Indiana.

MACHINES FOR SALE.**REAL BARGAINS**

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

I would not like to be without the Grain Dealers Journal as long as I am in the grain business.—O. B. Askelson, Navajo, Mont.

MACHINES FOR SALE.

FOR SALE—One 6x4x6 Duplex Steam Boiler feed pump, double end packed, brass rod. Made by Stilwell-Bierce Company. \$125.

One 16"x42" horizontal left hand throttle valve Hamilton Corliss steam engine, wood covered cylinder, side crank drive fly ball governor girder frame with 12"x20" split iron band wheel out board bearing, made by Hoover, Owen, Renschler Company, Hamilton, Ohio. \$2000.

One Style R vertical Star Vacuum Feed water heater No. 10456 made by Warren Webster Co., Camden, N. J. \$295.

1 Lee Perfection Wheat Peeler No. 5 capacity 200 bus. per hour. Made by W. Lee & Sons Co., Council Bluffs, Ia. \$325.

One Wood Frame portable hand power seed tester called pace maker, manufactured by Dubuque Turbine & Roller Mill Company, Dubuque, Iowa. \$25.

One All wood portable, invincible, dustless compound shake double receiving testing separator and dust collector No. 17121 valued at \$725.

One Improved Robertson Thompson Indicator for measuring power of steam engines \$45. Address Donmeyer Gardner Co., 210-18 Eaton Street, Peoria, Illinois.

FOR SALE—1 Wolf receiving separator; also 4 stands of 6x18 case rolls and 6 extra 6x18 rolls, all in good working condition. Address Barr & Co., Stoutsville, Ohio.

BIG MACHINERY VALUES

Wolf elevators complete \$25, others \$17.50; lot of 6x16, 7x14, 9x18 double rolls. 7x14 and 9x18 high rolls. Centrifugals, burrs, B. & engine. Complete 40 bbl. mill \$950. 60 bbl. \$1,450. Half cash; also Midget outfit. Address Value, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—A number of 9x18 and 9x24 rolls in good condition. The latter have been overhauled, repainted and good as new. Maney Export Company, Oklahoma City, Okla.

FOR SALE—One set 9x18 feed rolls; One power grain shovel with full equipment. L. Livingston Co., 4000 S. Halsted St., Chicago, Ill.

ONE ORIGINAL No. 2 Boss Car Loader with counter shaft and pulleys complete. Good as new. Address A. H. Richter, Crawfordsville, Indiana.

MISCELLANEOUS FOR SALE.

FORDS START EASY IN COLD WEATHER with our new 1919 carburetors. 34 miles per gallon. Use cheapest gasoline or half kerosene. Increased power. Styles for any motor. Very slow on high. Attach it yourself. Big profits for agents. Money back guarantee. 30 days trial. Air-Friction Carburetor Co., 660 Madison, Dayton, O.

FOR SALE—1 Boss Loader in fair condition.

Miscellaneous lot of shafting, 1-15/16" and 2-7/16".

STUDEBAKER GRAIN & SEED CO., Bluffton, Indiana.

The brains, energy and buying power of the grain trade are encountered in the advertising columns of the Grain Dealers Journal.

MISCELLANEOUS WANTED

WANTED—Either Burroughs or Wales adding machine; also either 2 or 3 h.p., 3-phase, 220-volt motor. W. E. Gest, Defiance, Ohio.

ELECTRIC MOTORS and Machinery at once. Do you want a motor? Write us. Largest stock in America.

NATHAN KLEIN & CO., 208K Centre St., NEW YORK CITY.

SCALES FOR SALE.

FOR SALE—One four-ton type registering beam, steel frame, Fairbanks wagon scale, with extra set of levers. Wells-Abbott-Nieman Co., Schuyler, Nebr.

WE HAVE FOR SALE several refit Wagon Scales. Also one 3-bu. Richardson Automatic and one 4-bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Nebr.

FLOUR FOR SALE.

BUCKWHEAT FLOUR—Pure kiln dried buckwheat flour in ton lots or carlots. The Wadsworth Feed Co., Warren, Ohio.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

FLOUR WANTED.

BUYERS' ATTENTION. We are desirous to negotiate sale of flour in car lots, contracts, equipping new up to date flour mill. Please correspond. A. J. Lauer, Sec'y, Auburn, New York.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

FOR SALE

Steel Grain Tank, fifty thousand bushel capacity, very reasonable.
CLOVER LEAF MILLING CO.
BUFFALO, N. Y.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

Before You Buy or Sell
SECOND HAND BAGS

GET **WESTERN'S** PRICE

WESTERN BAG & BURLAP CO., Chicago

IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

SEEDS FOR SALE—WANTED

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses
McCausland, Sam'l, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.
Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.
Hardin, Hamilton & Lewman, gra. & fld. seeds.
Lewis Implement & Seed Co., field sds. & impts.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover whsl.

NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., whse. seed mchts.
Radwaner, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, fld. & flower sds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

ST. PAUL, MINN.

Jameson Hevener Co., shprs. of field seeds.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.
Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

SEEDS FOR SALE

FOR SALE—Timothy & Alsike seed.
Write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—Seed Corn. Aye Bros.,
Blair, Nebr., Seed Corn Center of the
World. Box 47.

SWEET CORN SEED for sale, samples
and price on request. Quass Brothers,
Ashland, Nebraska.

FOR SALE—Superfine tested Perennial
and Italian ryegrasses. Crested Dogstail.
John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Car load lots of Hog, Com-
mon, Golden and Siberian Millets. Orders
filled promptly. Spelts Grain Co., Sterling,
Colorado.

FOR SALE—Choice seed corn, oats and
barley, carlots or less. Prices and sam-
ples on request. Address Allen Joslin,
Holstein, Iowa.

FOR SALE: Millet and cane seed in
car lots, golden, common, Siberian and
Hog millet. Reimer-Smith Grain Com-
pany, Holyoke, Colorado.

FOR SALE: Japan clover seed re-
cleaned. New crop, growers and dealers,
wholesale. Let us quote you. Cole Seed
Saver Co., Newbern, Tenn.

FOR SALE — Early Marquis Spring
Wheat. Choice No. 1 Dark Red—thor-
oughly re-cleaned. Full particulars on re-
quest. Funk Bros. Seed Co., Seed Corn
Breeders, Bloomington, Ill.

FANCY ALFALFA seed, grown eastern
Kansas, \$19.00 per cwt. sacks extra f. o. b.
Wamego, Kans. Send for samples. Wamego
Seed & Elev. Co., Wamego, Kan.

FOR SALE—Medium, Mammoth, Alsike
and Timothy seed. Samples and prices
on request. Furnas-Brown Grain Co.,
Saint Paris, Ohio.

GOLDEN MILLET for sale in car lots
or less. D. H. Clark, Galt, Mo.

SEEDS WANTED.

WANTED—Clover, Timothy, Millet, Red
Top. We pay highest prices. Send sam-
ples and state quantity for sale. Schisler-
Cornell Seed Company, Saint Louis, Mo.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings want-
ed. Also Low Grade Clover Seed. Send us
Samples which will have our prompt at-
tention. King Seed Co., North Vernon,
Ind.

Farmer Seed & Nursery Co.

Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
FARIBAULT - - MINN

QUOTE us all kinds of Seeds, Feed, Poultry
Supplies, Flour, Fruit Package Material,
Ice Cream and Butter Manufacturers' and
Handlers' Needs, also Fruits and Produce.
References: Produce Reporter Co., R. G. Dunn
& Co., Bradstreet & Co.

THE THORNILEY BROS. CO.

Telephone 792 219 Third St., MARIETTA, OHIO

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.

A. W. SCHISLER FIELD AND GARDEN SEED COMPANY

53 Years Service

Buyers and Sellers
St. Louis, Missouri

Bag or Car Lots

KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding
what is going on in the grain trade outside our office,
please send us the *Grain Dealers Journal* on the 10th and
25th of each month. Enclosed find One Dollar Fifty-five
Cents for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

H. W. DOUGHTEN, 59 PEARL STREET
NEW YORK CITY
Importers, Exporters and Jobbers
Grass and Field Seeds
We Are Buyers of NEW CROP ALSIKE
and Sellers of D. E. RAPE

Use Universal Grain Code and Reduce Your Tolls.

SEEDS FOR SALE—WANTED



FIELD SEEDS

Red, White, Alsike, Alfalfa, Sweet Clover
Timothy, Grass SeedsKELLOGG
SEED COMPANYMilwaukee
Wisconsin

Crabbs Reynolds Taylor Co.

BUYERS and SELLERS

Clover and Timothy
Seed
GRAIN

Crawfordsville - Indiana

THE HARNDEN SEED CO.

Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

505 WALNUT STREET

KANSAS CITY, MO.

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

RE-CLEANED
COW PEAS - CANE SEED
TENN. SEED CORN
CAR LOTS OR LESS—LOW PRICES
RUSSELL HECKLE SEED CO.
MEMPHIS, TENN.ALFALFA SUDAN
SWEET CLOVER
FEED and SEED
MILLETSRUDY PATRICK SEED CO.
KANSAS CITY, MO.

WANTED

Timothy Seed—Medium Red Clover

Shippers of all kinds of Field Seeds.
Poultry Foods—Specialty.JAMESON HEVENER CO.
St. Paul, Minn.

CLOVER SEED--TIMOTHY SEED

That order for clover or timothy futures
"Send it to Zahm"J. F. ZAHM & COMPANY, Toledo, Ohio
Here since 1879 Ask for our daily Red Letter—Free

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

MILLET

IN CAR LOTS

Common Golden Siberian and Hog Millet

JOHN E. SPELTS, Julesburg, Colo.

A FULL LINE OF SEEDS

Large or Small Lots.

Field and Grass Seed—Northern Grown.
Garden Seed—Selected, Hardy Varieties.
Onion Sets—Clean, hard, sound and dry.
Poultry Feed—Our formulae or special milling

NORTHUP, KING & CO., Minneapolis

U. S. Food Administration License No. G-32453.

REGISTERED BRANDS



MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

TIMOTHY, CLOVERS, MILLETS

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES:
34TH TO 35TH STS. AND RAILROAD
AVE. SO., ON O. M. & ST. P. RY.P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
MINNEAPOLIS, MINN.GRAIN ELEVATORS AND WAREHOUSES:
35TH TO 37TH STS. AND RAILROAD
AVE. SO., ON O. M. & ST. P. RY.CABLE ADDRESS:
BUSGERS—ARNHEMCodes used:
A. B. C. 5th edition and Private

ESTABLISHED 1871

WM. E. BUSGERS & CO., Arnhem (Holland)

(Ltd. Society for the Importation—Exportation and Cultivation of Grass Seeds)

WORLD KNOWN for almost half a century as Wholesale Dealers and
Exporters of European Grass and Clover Seeds

EUROPEAN GRASS SEEDS our Specialty

When buying please ask for our samples and prices

We are IMPORTERS of AMERICAN GRASS and CLOVER SEEDS and shall
always esteem your sampled offers thereof

OLDEST AND LARGEST GRASS SEED FIRM IN HOLLAND

ESTABLISHED 1871

SEEDS FOR SALE—WANTED

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

We are one of the largest handlers
in Wisconsin of

Clovers, Alsike, Timothy and Grass Seeds

In the market continually either to buy or
sell. Car lots or less. Send us samples
representing your offerings. Sample en-
velopes on request.

T. H. COCHRANE CO.
PORTAGE, WIS.

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.
Baltimore, Md.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

CHAMBERS SEED CO.

Incorporated

GRASS and FIELD SEEDS

Combining the resources and experience of
46 years in the Seed business.

Correspondence Solicited. LOUISVILLE, KY.

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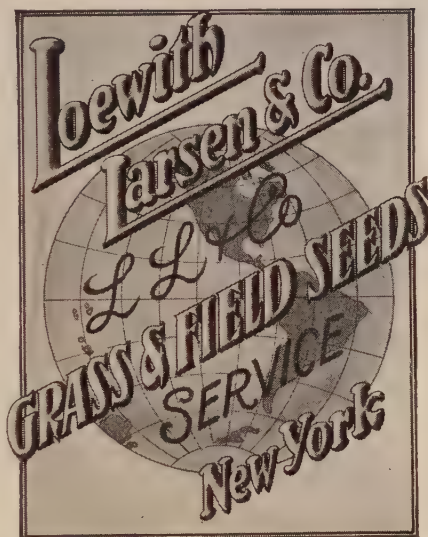
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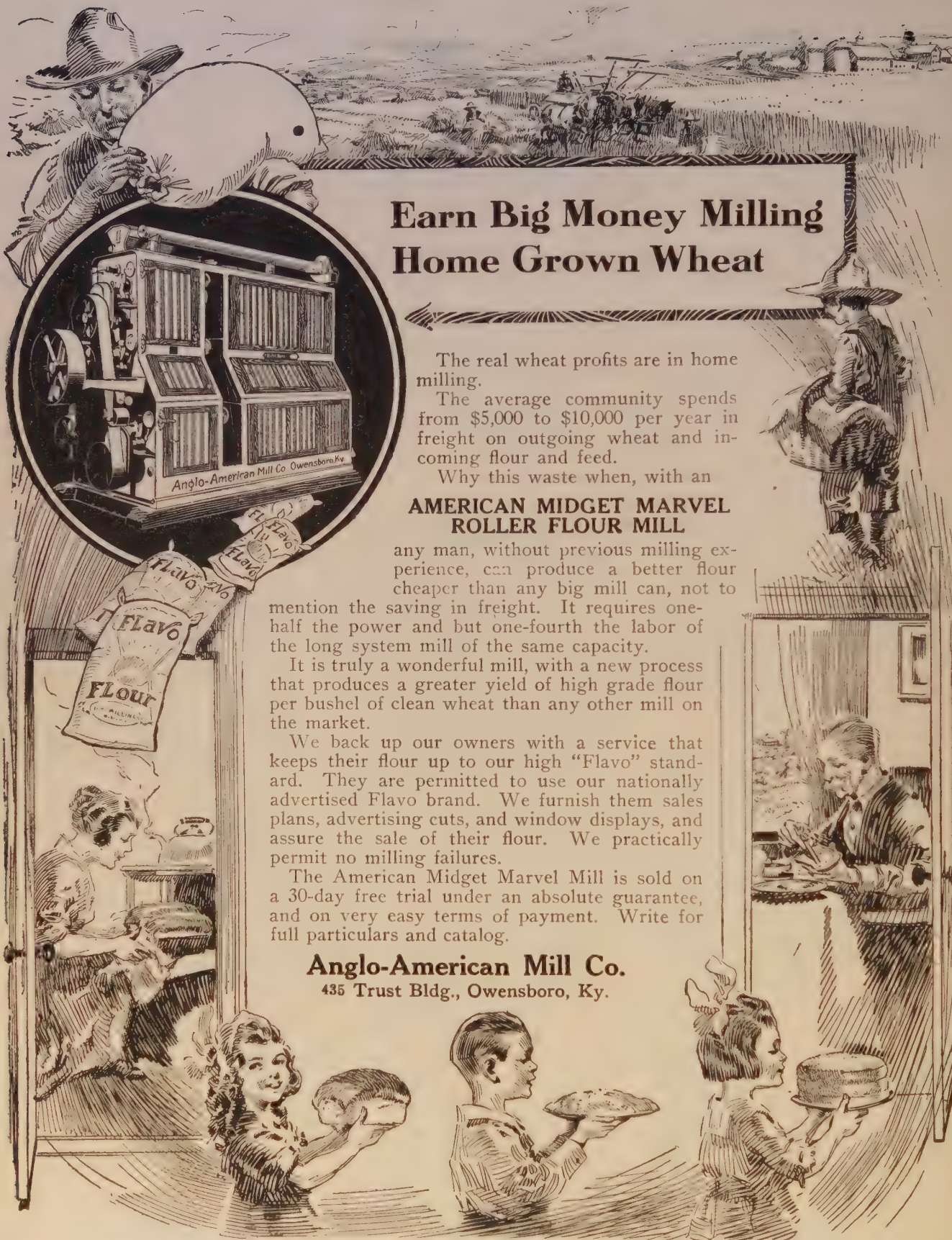
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Earn Big Money Milling Home Grown Wheat

The real wheat profits are in home milling.

The average community spends from \$5,000 to \$10,000 per year in freight on outgoing wheat and incoming flour and feed.

Why this waste when, with an

AMERICAN MIDGET MARVEL ROLLER FLOUR MILL

any man, without previous milling experience, can produce a better flour cheaper than any big mill can, not to mention the saving in freight. It requires one-half the power and but one-fourth the labor of the long system mill of the same capacity.

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The American Midget Marvel Mill is sold on a 30-day free trial under an absolute guarantee, and on very easy terms of payment. Write for full particulars and catalog.

Anglo-American Mill Co.
435 Trust Bldg., Owensboro, Ky.

ANGLO-AMERICAN MILL CO.
435 Trust Bldg., Owensboro, Ky.

Gentlemen:

Please send me all information regarding details, prices, etc., pertaining to your mill.

Name

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State

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, JANUARY 10, 1919

GOOD ROADS enthusiasts in different states are gaining many recruits by the discussion of the Illinois idea.

HOW MUCH corn will South Dakota plant next spring while a guaranty of \$2.26 Chicago basis for wheat sown is in plain sight?

OVERBIDDING THE MARKET has proved very unprofitable to one Minnesota country elevator as recited in this number. It is shy \$14,000.

WHEAT HANDLERS who refused to scale down their margin of profit to an eight cent basis, are wondering what the Food Administration is going to do about it.

NO GRAIN SHIPPER can study carefully our up-to-the-minute decisions bearing on his rights in dealing with carriers and at the same time permit carriers' agents to force on him unjust and burdensome conditions.

BREWERS GRAINS and malt sprouts having been a product of the breweries now closed it seems legitimate for these plants to take up the manufacture of mixed feeds to fill the void left by the missing by-products.

PATRONS of the Kansas Grain Inspection Department will be pleased to learn that the inspection fee has been reduced to 45 cents per car because a large surplus had been accumulated contrary to the intent of the law.

CLOSING OUT shorts in December corn at a high figure should encourage buyers, who all along have felt that shorts should be required either to deliver or to buy in where they sold it, in the pit.

UNIVERSAL transit out on any line is encouraging many cities to aspire to terminal grain market importance. Iowa, which had no terminal market of consequence, now will have two if the hopes of Sioux City and Des Moines materializes.

A FEW station agents and shippers still follow the old and unnecessary practice of billing to New York shipments that are consigned to Chicago for sale. All should abandon this practice, as grain going to Chicago gets the lowest rate irrespective of billing.

IF THE investigations of the grain trade started several years ago by the Federal Trade Commission are not soon completed, and the results made known to the public, the report will have lost interest because the rapidly changing conditions of the trade will have made the investigation and the result both obsolete.

SUSPENDING the license of a farmers co-operative company for 30 days, as was done recently by the Food Administration in Nebraska for alleged profiteering, seems illogical when co-operative companies distribute their profits to farmers and farmers are exempt from rules limiting the prices they may ask for their products.

THE BURNING of all the wood buildings of the extensive plant of the American Milling Co., at Peoria while the concrete elevator which they surrounded remains unharmed again proves the advantage of building grain storehouses of fire proof material. It can be relied upon to prevent the destruction of food and the suspension of business.

RAILROAD EARNINGS under the most efficient government operation during the calendar year 1918 will, according to the latest revised estimate of the Director General of Railroads, fall short about \$196,000,000 of the returns which the government has guaranteed to the owners of the roads. This explains why it was proposed to advance freight rates on grain 2 cents per hundred, but it can not be accepted as an explanation of Mr. McAdoo's insistence that the government continue to operate the roads for five years more.

MORE SHIPPERS would be able to collect for grain lost in transit if all grain dealers would make it a regular practice to watch passing trains for cars leaking grain. Such evidence of loss seems sufficient to satisfy even the Director General of Railroads. May we hear from you?

GRAIN DEALERS who are still nursing their resentment at the slur cast upon them by the different federal investigators last year, can not forget that now that the war is over, they, citizens of the United States should have their turn and demand an investigation of the Federal Trade Commission, the Bureau of Markets and the Food Administration.

RAILROAD claim agents who have made much of the alleged natural shrinkage of corn shown on shipments to Baltimore in experiments conducted by the U. S. Dept. of Agriculture will be disappointed to learn that the Bureau of Markets has been conducting experiments in the Pacific Northwest showing the weight of grain to increase in transit and in storage.

THE PROPOSED advance of 2 cts. in freight rates on grain from Chicago and Milwaukee to Atlantic seaboard points has met with so much opposition from the grain shippers that its effective date has been postponed. If shippers persist in protesting against another advance the railroad administration may stop raising wages and try to keep expenses within its income.

THE FREIGHT rate making power should be taken away from the Director General of the railroads and given back to the Interstate Commerce Commission, which is equipped and accustomed to investigate the fairness of rates and their bearing on the interests involved. The Cummings bill S 5020 has been promptly endorsed by the grain dealers and millers of the country, and will soon become a law, if the members of the trade will take it up with their representatives in Congress. This bill was published on page 988 of the Journal for Dec. 25th.

IMPROVEMENTS in country elevators take on new forms each season and effect an economy of power, facility of operation and a rapid handling never dreamed of by grain dealers of 15 years ago. The modern features outlined by one of our contributors elsewhere in this number recites but a few of the improvements already here. A ten year old elevator will soon be so far behind the times as to be in the warehouse class. The back breaking, dust eating tasks set for the operator of the old time elevator are no longer necessary. Instead of trying to hire George to do the drudgery, it is assigned to never tiring machinery. It performs its task without kicking, grumbling or striking for higher wages.

IF THE farmers of the winter wheat section do not soon cease planting wheat, the grain dealers of the corn and oats sections will be put to the necessity of overhauling and remodeling their equipment in order to handle the 1919 wheat crop more expeditiously.

INFLATION of the currency thru the issue of federal reserve note continues to maintain commodity prices at a high level and no subsidence of this disturbance is expected until after government disbursements reach their maximum, probably some time in February. During 1918 the expansion averaged \$27,635,750 per week; and now the banks have borrowed from the federal reserve banks \$1,863,000,000, and of this amount 78 per cent is against government securities.

IT IS much easier and much pleasanter to write a number of letters to your representatives in Congress, protesting against governmental interference, regulation, restriction and investigation of your business, than it is to fill out daily, weekly and monthly reports for the autocrats of Washington. Let business have a chance to exist normally and its necessities will soon take care of the marching idlers. The meddling Socialists seem to have overlooked the fact that you can not strangle the employer without injuring the employee.

THE SHIPPER should be given an opportunity to exercise his judgment as to the advisability of making a shipment after the carrier has given notice of the congested condition, says the Supreme Court of New York, in giving the Burns Grain Co. judgment for delay as reported elsewhere in this number of the Journal. This is a refreshing re-assertion of the truth that public servants have a responsibility to the public, and that the burden is on the carrier to refuse business that it can not handle with reasonable promptness.

UNIFORM CONFIRMATION Blanks have been recommended to the trade by the national ass'n for many years past without securing the general adoption of the form recommended. Uniformity would greatly simplify trade dealings and should help to eliminate many disputes and misunderstandings. If the form as recommended by the National Ass'n is not satisfactory to the rank and file of the trade, then let us have a general movement to secure the endorsement of a form which all can recommend as the most desirable. The form published on page 976 of the Journal for Dec. 25 has received the endorsement of a number of dealers, but we firmly believe that the form published in "Letters" this number excels it in that it provides for a measure of the damages in case the contract is not fulfilled as per confirmation. If any one has any further suggestions for improvement, they will be most welcome.

GOVERNMENT agents selling all kinds of grain and feed to farmers direct in the drouth-stricken territory, are serving but few of the needy, most of whom can only be reached by sales thru the country grain dealer, to whom the government has refused the low rates. The effect of this mistaken policy is to put a few grain dealers out of business and keep a vastly greater number of farmers from benefiting by the one-half freight rate.

GRAIN shipments are frequently misrouted and greatly delayed because shippers fail to furnish full name and address of consignee as well as their own name and address on billing. Occasionally shipments intended for the southwest land in Chicago and are held while freight departments search for the location of the consignee. If correct names and addresses were always supplied with billing it would be much easier for railroads to route shipments direct and make prompter delivery.

THE USE of angle iron along the lower edge of the outside sheeting of box cars so as to prevent the springing and leaking of such cars laden with bulk grain should help materially to reduce the leaks and losses in transit. Shippers have shown their willingness to do more than their share to prevent leaks in transit by carefully cooping cars by lining them with heavy paper notwithstanding the cost of that commodity has been soaring in the clouds. When all parties interested have the complete co-operation of all railroad employes in the effort to prevent leaks and waste, shortages will be reduced to a minimum. But so long as either party persists in trying to throw the entire responsibility on the other, and does nothing himself, results must prove disappointing.

HEAVY LOADING of cars with grain is requested in supplement No. 1 of C. B. & C. W. C. No. 1-G recently issued by the United States Railroad Administration. Mr. Kendall, manager of the car service section, in commending heavier loading of freight cars, says that it has increased the car supply, reduced congestion of railroads and improved the service. All this may be true as relates to package freight, but when it comes to bulk grain it does not apply because the overloading of freight cars results in the bursting out of the car and the wasting of much grain for which the carriers are not willing to recompense the shipper without a contest. The federal supervisors of grain inspection are against the loading of box cars above a line 30 inches from the roof because it makes it difficult for the samplers to obtain a fair average sample of the car's contents, hence results in appeals and re-sampling and the delay of the car. It would be far better for the grain trade if no box car were ever loaded above a line 30 inches from the roof.

A LEAGUE OF NATIONS is a beautiful thought, but may come to naught if the example of the Council of Grain Exchanges is an index to what may be expected when diverse interests are sought to be united in one organization. Apparently the grain exchanges are afraid to surrender their individuality to a central power, and the meeting this month of the Council may be its last.

SO MANY revolutionary regulations and reforms now threaten the grain trade, that it behooves every member of the trade, not only to exercise a vigilant inspection of every new proposal emanating from the Railroad Administration and their officials at Washington, but at the same time to conduct an active campaign against every measure antagonistic to the best interests of the grain trade. Unless the trade does stand guard on its rights its members will soon be handicapped by more onerous working conditions than they were subjected to a year ago. Order 57, higher freight rates, interstate and transit rulings, the rate making authority and the unreasonable regulations now being attempted to be foisted upon the business public by the head of the postoffice department.

Shall Initial or Destination Terms Govern?

Pacific Coast dealers who have been buying grain in the East, basis eastern weights and grades, have resolved that henceforth they will insist upon the official weights and grades of Oregon or Washington controlling in all their purchases and they have also resolved to refrain henceforth from paying draft for more than 90% of the invoiced value of each shipment.

It is evident that they overlooked the fact that sellers may not be disposed to guarantee either the quality or weight of their grain for an indefinite period or until the carrier sees fit to make delivery. Every number of the Journal contains the report of many cars seen leaking grain in transit and this represents but a small per cent of the cars which actually do leak in transit. For such losses the railroads are strictly accountable, regardless of any new rule or regulations, which the Director General of the Railroads may be induced to promulgate.

Grain can not safely be shipped long distances in the present equipment of railroads without expecting in the natural course of events, that many leaks will develop. If the grain dealers of the Pacific Northwest are to insist on destination weights and grades controlling, then they must expect to pay more money for the grain, because the shippers can not afford to guarantee their grain indefinitely against deterioration and leakage without having some compensation for the guaranty.

Doubtless the dealers of both the Pacific Northwest and the Eastern shipping points will make every effort to place their weighing and grading above every suspicion of error. The terminals of the

Mississippi valley have been studying the various problems accompanying accurate weights and grades for many years, and even today recognize that neither inspectors or weighmasters are infallible, but the facilities and methods now in vogue in the Mississippi valley terminals are the result of many years of careful study, investigation and improvement.

The dealers of no section desire the continuance of unreliable weights or grades and all are anxious to do everything in their power to correct discrepancies in the hope that uniformity may eventually become an established reality.

Government Control of Telegraf.

The Postmaster General in a lengthy article in the Review of Reviews has attempted to defend the government operation of the telegraf lines. He has not hesitated to promise improved service and reduced tolls, notwithstanding every business man, who uses the telegraf, knows full well no improvement is to be expected under political operation; and as for reduced tolls, that was not to be expected if the service was kept up to the standard in force under normal conditions.

It has been pointed out by a recognized authority on the telegraf business, that 70% of the telegrams of the United States originate in forty large commercial cities, whose population aggregates about 20% of the total population of the country; so the telegraf service is used little, if any, by other than business men and in the promotion of business.

The increase in telegraf tolls and the reduction in service all make for a great increase in the cost of doing business and this unnecessary tax on business must be added to the market prices of the country's products, so that the entire people must pay dearly for the privilege of having this first aid to business handled by the wasteful, slothful, inefficient politicians.

The business men of the country who pay for more than 70% of the telegraf service, have not asked for any reductions in tolls, but they do ask for expeditious, dependable service, which will help them in the promotion of their business. A service they are not getting now.

The great majority of the people never use the telegraf service, hence they are not interested in lower tolls, and can not have knowledge of how they are called upon to pay indirectly for inefficient telegraf service.

The service, which the government has been rendering since it grabbed the telegraf lines, has been so slow and unreliable, that few venture to depend upon the telegraf in important matters.

For years the politicians have been eager to get control of the telegraf lines in order that they may have more places for their supporters, and that there may be more opportunity to embarrass and interfere with the business of men who do

not heartily support them in their weakly, veiled efforts to build up a political machine at the expense of the business of the country.

The grain trade has already suffered too much at the hands of the power grabbing politicians, but it will suffer still more unless the live men in trade take quick steps to force relief.

The Government's Wheat Price Dilemma.

The Government, through its price guaranty, has given the wheat growers of the United States a "put" for wheat of the 1919 crop at \$2.26, basis Chicago, without limit as to quantity. It can not afford to default on its contract with the farmers, but unless it does, it is likely to lose a billion or so dollars, as the farmers of every other wheat growing country of the world are also eagerly preparing to profit from the world's wheat shortage.

All this twaddle from Washington about "making the wheat price guaranty effective and at the same time safeguarding the Government against losses" is but the empty vamping of impractical theorists. When it comes to buying and selling wheat all Governments, like individuals, who pay \$2.26 for wheat and sell it for \$1.26, will lose one dollar a bushel. The taxpayers must foot the bill, for they are responsible for the bunglers who have enmeshed the Government in its perplexing wheat price snarl.

Presuming that the Government is not cowardly enough to welch on its wheat contract then the next thing to consider seriously is the needless crime of charging all domestic consumers \$2.26 per bushel and selling wheat to foreigners at \$1.26 per bushel or less as the supply and demand of the European markets may justify.

It would be fairer to domestic consumers and less expensive to taxpayers for the Government to take its hands off the wheat trade. Wheat is a world necessity and its market value is controlled by the world's supply and demand; any efforts to the contrary are sure to prove very expensive and eventually futile. The solicitous socialists who are proposing to save the government from loss will only get it deeper in the mire of wheat speculation.

Better by far to leave the marketing of the 1919 wheat crop to the established wheat dealers of the country, who are fitted by long experience and tried facilities to market any grain crop, regardless of its size, expeditiously, efficiently and without waste. Let supply and demand control the price paid the farmer and have the Government make up the deficiency in each grower's receipts. Then our Government will not discriminate against home consumers to the advantage of the Europeans, its loss will be much less and it will not be put to the enormous expense of having the wheat crop handled by the impractical dreamers of the Department of Agriculture.

Consumers of wheat can not overlook the fact that keeping the market price of wheat at \$2.26 Chicago will contribute largely and unnecessarily to the maintenance of high wages and high costs of all the workers' produce.

The "Reduction" in Telephone Tolls.

We read a great many business publications but never have we seen government ownership or government operation of telephone or telegraf lines championed by a real business man. On the contrary, we have read innumerable communications protesting against the government handicapping business with any more regulations or interferences.

A Michigan correspondent, in this number, takes exception to the proposed "reduction" in telephone tolls between 8:30 P. M. and 4:30 A. M. and points out very clearly that the red tape artists of the department will thru their regulations, effect a great increase in the cost of the service really performed for the grain trade. This comes partly thru the extra toll of 25% where the party called for is present.

The ability of the technical men of the Post Office department to distinguish between "tweedledum" and "tweedledee," is well illustrated by the tax of 1c for delivery anywhere of two ounces of printed matter, but if the same matter be sealed then it will cost 6 cents. It costs the government no more to handle or deliver an envelope, whether it be sealed or open to the inspection of the inspectors of the department. If they wish to inspect the envelope's contents, they invariably do so whether it is sealed or not. Both classes of mail receive the same handling, yet one pays six times the postage of the other.

The same kind of mystifying differentiating service handicaps all publishers of newspapers and business journals and the same impracticable classifications and regulations will be thrown about the telephones if the government is to be permitted to continue their operation.

The war is over and there is no excuse whatever in the Postmaster General operating either the telephone or the telegraf. If permitted to continue, the grain trade must expect not only a great increase in the cost of the service performed, but a reduction in the service, just as has been pointed out by various correspondents in the past. We trust that every grain dealer interested in the welfare of the business will immediately take up the matter with his representative in Congress and protest most vigorously against the government continuing to attempt to operate either the telephone or the telegraf.

ARGENTINE CORN IMPORTS

seem to be pulling the Food Administration one way and the War Board and Coarse Grain Administrator in another direction. If Hoover can prevent the Argentines from selling their corn to our eastern seaboard markets the South Americans will be forced to market that cereal at a low price to England and the continent of Europe while the dairymen of the United States continue to pay high prices for feed. All this pulling and hauling by those who seek to benefit at the expense of the American consumer and taxpayer only proves more certainly than ever that the sooner we are relieved from the entanglements of the war regulations, now that the war is over, that much sooner will trade be reconstructed along normal lines.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Country Dealers Entitled to More Consideration.

Grain Dealers Journal: That the average congressman lacks the information regarding the grain trade may be true, but there are those who have arrived at the opinion that this is also true of the Grain Corporation, especially when it comes to the country end of the trade. The idea of having the Grain Corporation continue, and the wheat business be conducted somewhat along the same lines as heretofore, does not meet with the approval of the majority of the members of this association, inasmuch as the Grain Corporation took particular pains to see that all interests other than the country dealer were well taken care of in the handling of the 1918 wheat crop.

We are desirous in the handling of the 1919 wheat crop that proper consideration be given the country dealer, as well as these other interests.—W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n, Delavan, Ill.

Rate Increase on Particular Person Phone Calls.

Grain Dealers Journal: We believe that the Postmaster General does not appreciate what it means to the grain trade to have the telephone rates increased 25 per cent when a particular person is demanded to answer our call. Grain dealers and other businessmen should protest vigorously against this new schedule, which is announced to take effect Jan. 21.

Our 'phone bills amount to anywhere from \$100.00 to \$300.00 per month, and when we put in a call for any firm in this State, Ohio, Indiana, etc., it is necessary that we call some particular person to answer the 'phone. We call either the buyer or the manager.

We venture to say that at least twenty-five per cent of the persons we call are out for a few minutes at that particular time, or possibly absent for a half day from the office.

Now as we understand it, for instance, if we put in a call for the manager of some firm in Chicago and he happens to be out for a few minutes, we shall be charged with that call whether we talk with the manager or not, but if we do succeed in getting him on the 'phone a 25% additional charge will be added to the regular rate.

We cannot see wherein the rate will be reduced in any way. We do not do any business between the hours of 8:30 at night and 4:30 in the morning. It is impossible for us to do so, and establishing rates on an air line basis has increased instead of decreasing the rate for greater distances.

It is a fact that telephone and telegraph service is the poorest at present it has ever been, and we believe that Government ownership would only tend to make it worse with the people not

only having to pay extra, but suffering an inconvenience as well.

It looks to us as tho we would be obliged to reduce our telephone calls materially on account of this extra charge of 25%, which amounts to something in our business, and we believe that business men as a whole and the public in general will protest against this charge most emphatically. It is only imposing an additional burden upon business when business is being taxed to the limit already.—Wagner-White Co., Jackson, Mich.

A Complete Confirmation.

Grain Dealers Journal: I have read with interest the answer, published on page 976 of the Journal for Dec. 25, 1918, to an enquirer who desired information regarding a satisfactory form for use in confirming sales and purchases.

To my mind the form which you suggested has the merit of extreme simplicity, and has much to recommend it. However, it fails, as do most confirmation forms, to specify clearly the measure of damages which shall be assessed against either buyer or seller in case of nonfulfillment of the contract.

To correct this defect, I would suggest the use of certain portions of the terms and conditions in the uniform contract provided by the Food Administration for the use of the coarse grain millers. These terms and conditions, which are given below, can be printed on the reverse side of the confirmation blank, and thus made a part of the contract. They can be used in connection with the confirmation which you recommended, or with any other confirmation.

TERMS AND CONDITIONS.

It is understood and agreed:

Contract not subject to change.—That there are no conditions, representations, or warrants, oral or otherwise, and that there shall be no assignment or cancellation of this contract except as herein stated, and that no agent or representative has authority to modify the printed terms of this contract.

Routing.—That the seller shall have the right to route all shipments unless otherwise stated in this contract.

Buyer's nonfulfillment of contract.—That if the buyer shall fail to file with the seller specifications and shipping instructions with the order, or 15 days prior to the specified time for shipment if sold for later than 15 days shipment, then the seller may cancel this contract and the buyer shall pay to the seller an entry charge of 2½% on the value of the grain covered by the contract, plus or minus the market difference, provided that if such shipping instructions are received before the date specified for shipment and prior to any cancellation being sent, the seller's right to cancel shall cease. If the buyer shall refuse to accept any shipment or delivery as specified hereunder, or fail to perform any of the terms of this agreement, then the seller may cancel this contract and the buyer shall pay to the seller the entry charge above provided, plus or minus the market difference. In addition thereto the seller may pursue such further remedy as the law may provide.

Seller's nonfulfillment of contract.—That if the seller shall fail except for the reason specified in the following paragraph of this contract to make any shipment or delivery as specified, then the buyer may at his option cancel this contract at any time before actual shipment, and the seller shall pay to the buyer an entry charge of 2½% of the value of the grain covered by the contract, plus or minus the market difference. The buyer may pursue such further remedy as the law may provide.

Exceptions to seller's responsibilities.—That if this contract cannot be performed by the seller within the time specified, because of fires, strikes, labor difficulties, acts of carriers, or other causes beyond the control of the seller, and if the seller notifies the buyer of such inability, stating the specific cause, as soon as he knows that such inability will prevent performance and in any event before the date of

shipment or delivery, the seller shall not be responsible for failure to perform. In such event the buyer shall have the option of canceling the contract at the market difference, provided he exercises such option within 24 hours from the time he receives notice of the seller's inability to perform. If such option is not exercised, the contract time of shipment or delivery shall be extended until a reasonable time after the termination of the seller's inability is removed, but not to exceed 30 days beyond the original date of shipment or delivery. At the end of such additional 30 days' period the buyer shall again have the right to cancel as above provided, or the contract shall be similarly extended.

Buyer's responsibility for final payment.—That where buyer specified the bank thru which draft is to be presented and to whom payment is to be made by the buyer, the buyer shall be responsible for final payment to the seller.—E. M. C.

Farmers Misled on Wheat Rebate.

Grain Dealers Journal: It is an outrage on the grain trade the way a farm paper has agitated this wheat rebate, leading them to believe they were entitled to pay for No. 1, when most of us made only 2 to 4 cents on the wheat we handled.

At our place and we think it is true at most places the farmer comes in for his rebate, and we have to tell him we are trying to have the matter adjusted. Finally thru more agitation the farmer writes to the Food Administration that he had not received his rebate, and we get notice from a representative of the Food Administration to meet him at a certain place. When we get there we find quite a bunch of our farmer friends. In the presence of these farmers he tells us very emphatically we must make restitution at once.

In my case I told him I would comply, using No. 2 as my basis as I bought all my wheat on that basis. I went home and in a day or two was called on for a rebate. I offered the farmer 2 cents, as that is what I would have to rebate on the No. 2 basis, and he refused, saying he should get 5 cents. I got right on the train and went to St. Louis and talked personally to Mr. Flesch, stating to him that inasmuch as I had only made 3½ cents on my wheat and had paid the farmer \$2.05 for most of his wheat and used no dockage, had no moisture tester and worked night and day to help the farmers to keep things moving and as usual bot on No. 2 basis, "what is my basis of settlement?"

He said "If you bot your wheat from the farmer on the basis of No. 2 or better your basis of settlement will be No. 2; but if you told him his wheat was No. 1, of course you owe him for No. 1 wheat."

I thanked him very kindly and left.

Since then I have had a number of farmers call and all want pay for No. 1, one of them stating that the Food Administration agent had told him (and he had his card) to get 5 cents or nothing, report to him and he would get it for him.

I am not now offering them anything and do not think I will. I have a letter from Mr. Flesch corroborating his verbal statement to me.

I do not see what the grain dealer can be prosecuted for, when different agents of the Food Administration tell us differently.

The grain dealers ought to get together and stay together. If all the Food Administrator can do is to take away your license he is welcome to mine.

How much longer are we going to be required to have a license to deal in corn, oats, rye and hay?—Illinois Dealer.

Will Not Yield Rights.

Grain Dealers Journal: I have objected all the time since the carriers developed such an unreasonable and unjust spirit at the Chicago conference last spring, of treating with them any further, taking the position all the while that they were seeking for advantage, and I am sure they were, and which I am sure they have secured, and I can't understand why sensible men would give them a club with which to beat our brains out.

We have been fighting the railroads for a long time for a just consideration, and our state courts have rendered decisions that enable us to collect claims, and usually without suit, as about all we have to do is to refer them to these decisions, and advise them that if the claim is not paid, we will file suit with added attorney's fees, which our law provides for, and we usually get settlement, or at least I have never failed yet.

Let me ask, why join the railroads in providing for better equipment for weighing grain, when nothing whatever is said or done to require the railroad companies to give us better and properly coopered cars? Why place all of the burden on the shipper, and relieve the carrier of any burden?

I think it is rank foolishness for the shippers to have gone any further with the conferences, and let the Interstate Commerce Commission make any sort of suggestion it might in regard to the matter, but until the constitutions of the nation and states are changed, the rights of citizens of this country can not be abrogated, and I am for standing up for our rights against the railroads which have developed under the guise of Government control, the most vicious, dishonest and unheard of spirit that has ever pervaded a class of men in this world, the Germans not excepted.

I intend to write to Mr. Maegley that we are not a party to the conferences, and that we are not going to yield any of our rights, as I think he and his com'te developed such an unreasonable, unjust and unfair spirit at these conferences, that they are not entitled to the consideration of honest men.

I note Mr. Goemann is going to hold a conference at New Orleans, and I desire to call attention to the fact that when I was in New Orleans two years ago, I think it was, Mr. Jordan, of the Illinois Central Elevators, stated to me that more than 50% of all grain cars arrived at New Orleans showing leakage, and that in the face of the fact that a great deal of the grain was shipped from terminal markets, like Kansas City, St. Louis, Chicago and other terminal markets, where the railroad companies cooper the cars, and also where a great deal of corn is handled, and in the face of such a showing as this, and in the face of the fact that the railroad equipment is so deficient, it is a surprise to me that grain men would go any further than our com'te went at Chicago in the spring, with a set of railroad people whose desire it is to hold up the grain man at any and all times.

I suggest that Mr. Goemann enter into an agreement now with them about what kind of cars they shall furnish, and what kind of grain doors, and how high they shall be, and how they shall be made, and how they shall be put in; in fact, go into that matter in as full detail as the installation of scales. This would only be fair to the grain man, and since Mr. Goemann's com'te have gone into an agreement with the carriers, where they

have placed the interests of the grain man in jeopardy so far as collecting any claims is concerned, since any agreement or understanding with the carriers, whether any individual or ass'n acquiesces in it, it will mitigate against us, when in settling claims, it seems to me we should now go into an agreement with the railroad companies, and make them agree as to what kind of car they will furnish us, and that the car shall be absolutely grain tight when they furnish it to us.

While working under the guise of Government control, the railroads have taken advantage of the situation, and trying to cancel transit rules, or change them to the advantage of the carriers to the detriment of the shippers, and in the recent order 58 issued by the Railroad Administration, everyone knows that this is simply taking advantage of the public under the guise of Government control to avoid the payment of honest claims, and I don't think any set of men who would be guilty of such low down practices are entitled to any consideration from honest shippers, and I think when we stoop to go into conferences with them when we know they seek to get the advantage of us, that we are lowering ourselves, even in our own estimation.—H. B. Dorsey, sec'y, Texas Grain Dealers Ass'n, Ft. Worth, Tex.

Primitive Methods in Argentina.

Grain Dealers Journal: My impression of the grain handling methods in vogue in the Argentine are that they are very primitive and could be much improved by the installation of modern terminal elevators fully equipped for handling grain in bulk. At the present time everything is handled in bags, which in the first place is very slow and a great deal more expensive than our modern methods. Then again there is the enormous waste ensuing from bags bursting in handling. Most of this is an entire loss as they pay no attention to such small items as a bag of grain.

The grain comes in from the country in cars of all kinds. Box cars are used mostly but considerable grain is shipped in flat cars, with a tarpaulin over the top. It is handled thru Galpons (warehouses) where it is cleaned, resacked, and shipped. The Galpons not having a capacity to store the grain as fast as it comes in they pile the surplus outside in piles of 5,000 to 10,000 bags each, the only protection from the weather being a tarpaulin on top. The sides and ends are entirely exposed to the weather. Thousands of bushels of grain are badly damaged thru lack of proper care, some is ruined entirely. With proper storage facilities all this waste and damage could be overcome.

What they really need is a line of country elevators, such as we have, and terminal elevators with a capacity sufficient to take care of the grain as fast as it comes in.

Now that the war is over there will be better shipping facilities, and the Argentine people are more anxious than ever to do business with North Americans. They realize they need our money and brains for the development of the grain business and are willing to meet us more than half way on most any sound proposition.—V. L. Nigh, Cleveland, O.

A big cargo of 446,443 bus. of wheat on the steamer W. Grant Morden, closed its season at a freight rate from Duluth of 7 cents per bu.

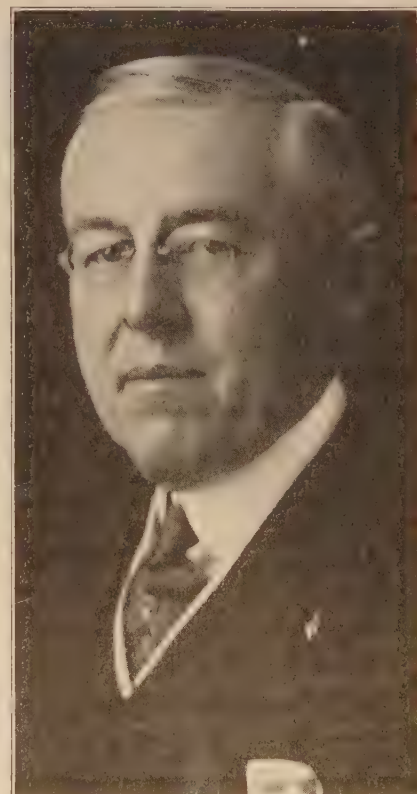
Toledo Again Honors Fred Mayer.

Fred Mayer, for almost a quarter of a century identified with the progressive firm of J. F. Zahm & Co., one of the leaders in the grain and seed trade has for a second time been accorded the honor of the presidency of the Toledo Produce Exchange having been elected to that office at the recent annual meeting. When he was first elected president of this body, in 1906, he was completing a term as president of the Ohio Grain Dealers Ass'n and had previously been vice-pres. of the Grain Dealers National Ass'n.

Mr. Mayer, who is a native of Toledo, started in business as a messenger boy for the Western Union Telegraph Co. at the age of fourteen. Afterward, he accepted a similar position with R. Halloran & Co. of which J. F. Zahm was the junior partner. Mr. Zahm organized the firm of J. F. Zahm & Co. in 1879 and in 1895 admitted Mr. Mayer as a partner. Mr. Mayer has contributed much to the success of the firm and the daily "Red Letter" which he has edited has been an influential factor in advertising the Toledo market.

JAPAN'S IMPORT tax on foreign rice has been removed, the measure proving a great relief to the Japanese people as it lessens the hardship resulting from the exorbitant price of cereals. Governmental booths are now set up in all parts of Tokio for the distribution of rice to the poor at moderate prices.

CEREALS amounting to 18,000 tons which were to have been used as wheat substitutes, and which are now in the hands of New England grain dealers, will be taken off the market and shipped to allied countries where the food situation is most acute.



Fred Mayer, Toledo, O.,
Pres. Produce Exchange.

If I Had the Time.

BY RICHARD BURTON.

If I had the time to find a place
And sit me down full face to face
With my better self, which cannot show
In my daily life that rushes so,
It might be then I should see my soul
Was stumbling still towards the shining
goal,
And I might be nerved by the thought
sublime,
If I had the time.

If I had the time to let my heart
Speak out, and take in my life a part,
To look about, and to stretch a hand
To a comrade quartered in no-luck land,
Dear God, if I might but just sit still
And hear the note of the whippoorwill,
I think that my wish with God's would
rhyme,
If I had the time.

If I had the time to learn from you
How much for comfort my words could do,
And I told you then of my sudden will
To kiss your feet when I did you ill;
If the tears aback of the coldness feigned
Could flow, and the wrong be quite ex-
plained,
Brothers, the souls of us all would chime,
If we had the time.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

More Information re Dumping Trucks Wanted.

Grain Dealers Journal: We notice article on page 991 Dec. 25th number, regarding auto grain trucks with dumping bodies.

We fear this article will go by practically unnoticed in view of the fact that there is no picture or cut to indicate how preferable this method of dumping to trying to use old antiquated drop dumps, which are very satisfactory for horse drawn wagons, but everything but satisfactory for auto trucks.

If within your province, it would in our opinion, be doing the grain trade a great benefit to bring the possibilities of a dumping grain truck box to the attention of some specialty manufacturer, such as the old Smith Form-A-Truck Company. Yours for better facilities. Yours very truly, Ballinger & McAllister, Bloomington, Ill., by P. F. McAllister.

Spoiling of Grain Next to Walls.

Grain Dealers Journal: We read with interest the article on page 878 of the Grain Dealers Journal for December 10 giving the difficulties that have arisen by reason of grain not keeping in the elevators recently constructed by Thomas & Co., at Gaithersburg, Md.

We agree with the suggestion there made that the spoiling of grain next to the outside wall is undoubtedly caused by dampness, and it is difficult to suggest a remedy but perhaps they can overcome the dampness by putting on a waterproof plaster.

The owner, the supervising engineer or the contractor should see to it that the work is prosecuted continuously so that the walls can be built monolithic. The contractor should be equipped to build monolithic. The condition complained of is frequently due to the use of concrete of poor quality.

The wisest thing an owner can do when he contemplates building is to take advantage of the engineering experience of those specializing in the design and construction of grain elevators.—Deverell, Spencer & Co., Baltimore, Md.

Use Old Forms Until Exhausted.

Grain Dealers Journal: It has been our understanding that while the Interstate Commerce Commission has a rule that a specified form should be used in presenting claims to the railroad company that general order 41 has not been made mandatory as the different railroads would lead us to believe.

The M. K. & T. claim agent at Parsons sent us a letter relative to a particular claim, and for that matter I think that all the railroads with whom we have presented claims since this time also have called our attention to the standard form.

In taking the matter up with Hale Holden, regional director, the matter was referred to Mr. Robertson, federal manager, and a copy of his reply to our communication follows:

Your letter of the 8th inst. to Mr. Hale Holden, regional director, with regard to using forms prescribed by the railroad company in presenting claims for loss and damage to freight, has been referred to me.

I have talked this matter over with our freight claim agent and while a certain form which should be used has been prescribed for the presentation of loss and damage claims by the Administration, the supply of forms you now have on hand can be used until exhausted, when, I suppose, you would have no objection to providing yourself with forms prescribed by the Director General of Railroads.—A. Robertson, Federal Manager.

It was not our understanding that it is compulsory for us to use this standard form, as the railroads led us to believe. Of course, with Mr. Robertson's authority we shall continue to use our old form until exhausted.—Salina Produce Co., Salina, Kan.

J. RALPH PICKELL, editor of the *Rosenbaum Review*, will go to Europe to investigate the grain and feed situation for his magazine and the government.

STORAGE EXPERIMENTS have been carried on by the Bureau of Markets, in the Pacific Northwest to determine the increase in moisture content and gross weight of wheat stored at the terminals and at country points, and methods have been devised for determining the proper percentage of dockage to be assessed. Extensive investigations have been made of the problem of smut eradication, of cleaning grain on the farm to reduce dockage and foreign material content, and of preventing dust explosions in thrashing machines.

Will Take Grain Claim Order Into Court.

The National Council of Farmers Co-Operative Ass'ns at a meeting held at Chicago Dec. 30 decided to contest in the courts U. S. Railroad Administration Order No. 57, relating to grain claims for loss and damage.

The particular features of the order which make it objectionable to the Council are those which make it the duty of the shipper to prove that the loss or damage was due to the negligence of the carrier, which is in direct contradiction of all law, and those which deny payment of any claim due to defective cooping of the car when done by the shipper.

An endeavor will be made to have the order withdrawn, and if not withdrawn and it becomes necessary to start suit all other organizations of shippers are requested by the Council to join with them in this suit.

Guy Moore Pres. of Kansas City Board.

Guy A. Moore, vice-president and treasurer of the Moore-Lawless Grain Co., is the newly elected president of the Kansas City Board of Trade. While still young being only 34, Mr. Moore has been connected in an official capacity with the various grain organizations of Kansas City for several years. He served for four years as a director of the Board of Trade. He was elected second vice-president in 1917, was first vice-president during 1918. His six years' service is abundant proof of the high esteem in which he is held by his fellow members. In addition to his other honors, he has been president of the Kansas City Grain Club.

Mr. Moore was born in Saline County, Nebraska. After graduating from the University of Nebraska, he became associated with his father, the late W. C. Moore in Lincoln, where he was given his training in the grain business. The Moore-Lawless Grain Co. of which he is a member, was incorporated in 1906. Mr. Moore is married and is the father of three small sons.

Council of Grain Exchanges to Meet.

The regular annual meeting of the Council of Grain Exchanges will be held Jan. 16 at 10:30 a. m. in the directors' room of the Chicago Board of Trade.

It will probably be decided at this meeting whether the Council will be continued, the referendum taken not having shown the unanimity required for the strengthening of the organization as suggested by Pres. J. H. MacMillan. Mr. MacMillan has resigned; and J. Ralph Pickell, sec'y, is going abroad.



Guy A. Moore, Kansas City, Mo., Pres. Board of Trade.

Judgment Against Carrier for Delay.

Claims for loss due to delay on account of decline in market price or deterioration during the elapsed time are more often than not rejected by the claim agents of the carriers, who hope that the shipper will abandon his attempt to collect on account of the difficulty of proving that the delay was unreasonable or that the delay in the arrival of the shipment was the proximate cause of deterioration in quality.

When the facts are presented, however, the shipper is as much entitled to recover for delay as for loss by leakage or for an overcharge, and can recover if he will take his case into court, as did the Burns Grain Co. of Buffalo, N. Y., which was given judgment Nov. 20, 1918, for damages against the Erie Railroad Co., by the Appellate Division of the Supreme Court of New York, the court of last resort in that state.

On Feb. 1, 1916, plaintiff Burns Grain Co. delivered to defendant, Erie Railroad Co., one car of yellow corn in good condition for transportation from Buffalo, N. Y., to Port Jervis, N. Y. Defendant accepted the corn and agreed to carry it to destination. Complainant alleges that defendant negligently and carelessly delayed the carriage thereof many days, and by reason thereof plaintiff was damaged. In the Erie County Court plaintiff got judgment, as reported in 168 N. Y. Supp. page 154, and this was affirmed by the Supreme Court.

The defendant alleged that the delay in carrying the corn was caused wholly by congestion in freight traffic, due to an unusual and extraordinarily large volume of freight, which was tendered for shipment at the times mentioned in the complaint; that during all the times mentioned in the complaint the volume of freight traffic over the defendant's lines "was so unusually and extraordinarily large as to be unprecedented and unequalled in the experience of this defendant"; that because of that condition freight traffic over defendant's lines was badly congested, and it was impossible for the defendant to transport freight with the usual dispatch; that such condition was not and could not have been anticipated by the defendant; that the defendant had sufficient facilities to carry the freight traffic in ordinary times and under ordinary circumstances with reasonable dispatch; that the delay was caused solely by this congested condition, and was not caused by the failure to provide proper facilities, or by any negligence of the defendant; and that the goods under the circumstances were carried with reasonable dispatch.

Plaintiff had no knowledge or notice of the congested condition of the road.

Justice Hubbs of the supreme court, said:

The question presented, therefore, is whether an unusual and extraordinary congestion of traffic, existing on defendant's road at the time when the goods were offered for shipment by plaintiff and accepted by defendant, which congestion caused delay in the shipment of goods, constitutes a defense to liability for damages caused by such delay, especially when the defendant, at the time of accepting the goods for carriage, knew about the unusual and extraordinary congestion, and knew that it was impossible to transport freight with the usual dispatch, and accepted the freight for shipment without notifying the plaintiff of such condition.

The general rules governing the liability of a railroad company for damages growing out of delay in shipment of freight are not involved in this case. So far as this case is concerned, it is conceded that unusual and extraordinary congestion of

traffic not due to the defendant's negligence, and which could not reasonably have been foreseen at the time the goods were accepted for carriage, would excuse delay in shipment. An entirely different rule applies when goods are accepted by a railroad company for carriage with full knowledge on its part of an extraordinary and unusual congestion of traffic on its lines, so that the lines are badly congested, and it is impossible for the railroad to transport freight with the usual dispatch.

Failure to Inform Shipper of Congestion.—Under such circumstances it is the duty of the railroad company to advise the shipper as to the conditions within its knowledge which are likely to delay the shipment. If it fails to do so and accepts goods for shipment it will be liable for damages caused by delay growing out of such causes which are known to it when it accepts the goods for carriage. This is a reasonable rule, founded on common sense and fair dealing. The shipper should be given an opportunity to exercise his judgment as to the advisability of making the shipment after knowledge of the facts of the situation.

If he is deprived of the opportunity by a failure of the railroad company to notify him of the unusually congested condition of its lines, and damages result because of delay in transportation due to such condition, the railroad company should not be permitted to excuse itself for such delay by setting up facts within its knowledge when it accepted the goods for transportation.

In *Eastern Railway Co. of New Mexico et al. v. Littlefield et al.*, 237 U. S. 140, 35 Sup. Ct. 489, 59 L. Ed. 878, the shipper had notified the railroad company in May, 1907, that it would need 200 freight cars in lots of 50 each on certain days in September and October. The defendant accepted the order, but failed to furnish the cars as agreed. The defendant set up in its answer that its lines were adequate for the needs of the country until 1907, when an unprecedented rush of business and a shortage of cars throught the country made it impossible to furnish the cars for the plaintiff. The opinion of the court was delivered by Justice Lamar, of the United States Supreme Court, and in it he said:

"Where, without fault on its part, a carrier is unable to perform a service due and demanded, it must promptly notify the shipper of its inability; otherwise the reception of goods without such notice will estop the carrier from setting up what would otherwise have been a sufficient excuse for refusing to accept the goods or for delay in shipment after they had been received."

As there is no controlling decision in this state, it seems to me that we should follow the reasoning of the United States Supreme Court in the case of *Eastern Railway Co. of New Mexico et al. v. Littlefield et al.*

I advise that the judgment be affirmed with costs. All concur.—172 N. Y. Supp. 740.

COURT PROCEEDINGS against the government may be instituted by some of the jobbers of Seattle because of their losses in the present manner of handling substitutes. They claim that the government having once started them in the buying and selling of flour substitutes should now see them thru and not leave them in the lurch with heavy stocks on hand.

GRAIN SHIPPED BY RAIL in South Africa during the calendar year 1917, according to railway statistics amounted to 969,615 tons. Of this quantity, 748,883 tons were of corn which included both local consumption and for export; wheat, 105,682 tons; imported into South Africa, 77,580 tons; oats, 38,070 tons. For the 1917 crop year, July, 1917, to June, 1918, inclusive, the quantity of corn moved by rail exceeded that for the calendar year by 1,000,000 bags, complete figures not being available. Much of the crop was destroyed by wet and exposure. The estimate of the export surplus originally available from the 1917 crop was about 5,000,000 bags. Part of the balance of 1,000,000 bags was destroyed and part diverted to local uses owing to lack of transportation facilities.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. C. 50597 going thru Lodge Pole, Neb. over N. P. Dec. 12, was leaking wheat into a pail hanging on the car to catch the wheat. The leak was in the center of the side door.—O. O. Relse, mgr. Lodge Pole Lbr. & Grain Co.

Canadian 63149 was set out at my elvtr. at Scotland, S. D., Dec. 18 as an empty. Was loaded with wheat and both doors were partly open with no seals.—F. L. Wheeler.

I. C. 21875 passed thru Troy, Tex., southbound, Dec. 15, leaking wheat freely.—Maedgen Grain Co.

61202 C. V., loaded with wheat, was wrecked at Stanwood, Ia., Dec. 14. Wheat was transferred.—J. P. Christianson, agt. King-Wilder Grain Co.

32465 A. C. L., loaded with wheat, was wrecked at Stanwood, Ia., Dec. 14. Wheat was transferred.—J. P. Christianson, agt. King-Wilder Grain Co.

Big Four 45167 was leaking durum at outside sill where the ends of floor boards were rotten, at Enid, Mont., Dec. 13. The agt. for the Occident Elvtr. Co. and myself fixed it as best we could while the train stopped.—C. A. Barnett, agt. International Elvtr. Co.

C. N. J. 34440 passed, eastbound, thru Enid, Mont., Dec. 11, leaking marquis wheat at side of car. Reported it to train crew but did not repair. Was informed that the car was loaded at Richey by the Montana & Dakota Elvtr. Co.—C. A. Barnett, agt. International Elvtr. Co.

C. R. R. N. J. 13200 was picked up on Mo. P. R. Dec. 11 between Hudson and Turon, Kan. Leaking at corner at Turon.—Perry S. White, auditor Farmers Co-operative Grain Dealers Ass'n of Kansas.

C. & N. W. No. 9132 was wrecked at Miller, S. D., the night of Dec. 10. Part of the wheat it contained was transferred to an A. T. & S. F. car. Imagine the load will be about 200 bus. short when the car reaches destination.—Paul Rossbach.

Coming Conventions.

Jan. 14.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

Jan. 16.—Council of Grain Exchanges at Chicago.

Jan. 16.—Michigan Hay & Grain Ass'n at Detroit, Mich.

Jan. 21, 22.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Jan. 21, 22, 23.—Farmers Grain Dealers Ass'n of Iowa, at Cedar Rapids, Ia.

Feb. 12, 14.—Farmers Co-operative Grain Dealers Ass'n of Kansas at Topeka, Kan.

Feb. 18, 20.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis, Minn.

Feb. 27, 28.—Ohio Farmers Grain Dealers Ass'n, Boody House, Toledo, O.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

Oct. 13, 14, 15.—Grain Dealers National Ass'n, at St. Louis, Mo.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal.—Receipts of grain at this port during November were: Wheat, 5,241 tons; barley, 5,659 tons; oats, 1,388 tons, and corn, 149 tons; compared with wheat, 10,729 tons; barley, 9,002 tons; oats, 3,531 tons, and corn, 918 tons, in November, 1917.—Henry C. Bunker, chief inspector.

ILLINOIS.

Media, Ill., Jan. 8.—We are shipping some oats but very little corn, because the home feeders are taking it whenever it is offered for sale.—Davis, Day & White.

Boody, Ill., Dec. 21.—Movement of corn very slow. Farmers are waiting for higher prices, also much stock to be fed. Corn crop here is an average of 35 bus. per acre. Seventy per cent of oats is still in the hands of the farmer.—Otto F. Young, n.gr., B. B. Farmers Co-operative Elevtr. Co.

INDIANA.

Indianapolis, Ind., Jan. 1.—This market received in 1918, 6,822,500 bus. of wheat, 21,426,250 bus. of corn, 17,809,350 bus. of oats, and 865,000 bus. of rye. The total was 46,923,100 bus. Total shipments were 22,107,200 bus.—W. H. Howard, sec'y Board of Trade.

IOWA.

Greene, Ia., Dec. 24.—I think there will be quite a bit of grain movement as soon as the roads improve. If we could have a period of cold weather it would improve the quality of the corn quite a bit.—Ira C. Marsh.

KANSAS.

Willis, Kan., Jan. 8.—We have been buying and shipping a limited quantity of wheat, corn and oats since October, when we opened for business. Most small grain was marketed before we opened. Corn is not yet moving. Expect to get corn soon.—C. B. Flester, mgr. Willis Farmers Union Co-operative Ass'n.

MISSOURI.

Cowgill, Mo., Jan. 6.—I have had 20 carloads of corn shipped in, because our corn crop is very light.—C. McNew.

NEBRASKA.

Sedan, Neb., Jan. 2.—All old wheat is moved out.—E. J. Bohling.

OHIO.

London, O., Jan. 8.—No corn coming to market. The farmers are buying and feeding to the hogs, price \$17, corn, \$1.50.—Farmers Co-operative Grain & Merchandise Co.

OKLAHOMA.

Oklahoma City, Okla., Jan. 1.—The farmer still has on hand from his crops of 1918, 37% of corn, 8% of wheat, 26% of oats, and 46% of kafir and milo. During December he has consumed and marketed

13% of corn, 3% of wheat, 6% of oats, and 1% of kafir and milo. On same date one year ago, he had on hand from the 1917 crop: corn 38%, wheat 12%, oats 23% and kafir and milo 52%.—Frank M. Gault, pres. state board of agriculture.

The Grain Trade Investigation.

The investigations regarding grain marketing have been productive of valuable information which should enable this bureau to draw definite conclusions regarding the efficiency of various types of elevators, the results of the practice of mixing and conditioning grain, the conditions now governing the storage of grain, the effect of future trading on spot values, pit scalping, methods of handling grain in terminal markets, and the operation of "wire houses," grain exchanges, clearing houses, and grain commission firms, says Chas. J. Brand, chief of the Bureau of Markets, in his annual report to the Sec'y of the Dept. of Agriculture.

Country Elevators.—Figures regarding operating costs for five years have been obtained from the books of over 400 elevators in North Dakota, Nebraska, Kansas, Oklahoma and Colorado, and an intensive study has been made of the operation of over 130 elevators in Illinois and Iowa. Information has been obtained regarding the actual prices paid by elevators to farmers, the flow of grain by months, and the cost of handling grain, together with profits and losses.

Terminal Elevators.—An intensive study has been made of the operations over a period of five years of three large terminal elevator companies in Chicago. Information regarding the "in" and "out" grades and the total purchases and sales of cash grain for a period of five years has been obtained from the original records of these firms, and has been classified to show the source of grain supply, the period of heavy and light purchases, the class of dealer from whom grain was purchased, the basis upon which grain was bought, and the class of dealer to whom it was sold.

Copies of the leases of elevators owned by railroad companies have been secured, and the terms of these leases have been analyzed.

Wire Houses.—A detailed study has been made of the operation of large "wire houses" in Chicago. Financial statements have been examined which show profits and losses, costs of operation, and sources of income. An analysis has been made to show the occupation of the customers of the mileage controlled by such houses, and the distribution of their branch offices and correspondents, together with the population they serve.

Pit Scalping.—A study has been made of "pit scalping," in order to obtain definite information regarding the actual operations of typical pit scalpers, the functions performed by such operators, and the costs of their operations.

A comparative study has been made of the methods of clearing houses in Chicago, Minneapolis and Kansas City. In this study information has been obtained regarding the organization, membership, rules and operations of the various com'ites, with a view to ascertaining the reasons for their existence and the functions performed by each.

Commission Merchants.—An analysis has been made of the accounts of the largest grain commission firms in Chicago. Costs of operation have been segregated, sources of profit have been carefully analyzed, and a general study has been made to ascertain the economic function which commission merchants of this sort perform. Records were obtained from these firms regarding the purchase and sale of more than 250,000 cars of grain.

Wheat Movement in December.

Receipts and shipments of wheat at the various markets during December, compared with December, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	4,489,881	1,779,415	4,648,399	2,382,639
Chicago	7,137,000	1,006,000	7,736,000	523,000
Cincinnati	91,375	.....	.....	.....
Detroit	94,000	170,000	195,000	20,000
Ft. Wm.	20,280,990	15,714,016	8,490,297	17,203,913
Indianapolis	93,750	66,250	18,750	25,000
New York	7,095,000	.....	5,711,820	.....
Omaha	2,847,800	1,018,800	2,019,600	78,900
Phila.	5,774,081	1,875,362	5,689,406	2,081,001
St. Louis	1,930,117	1,109,955	1,933,820	977,950
Toledo	417,900	512,800	72,400	130,700
Wichita	693,600	495,800	347,000	7,600
Kan. City	2,921,400	1,586,250	2,902,500	328,050
Duluth	18,308,359	3,057,631	13,578,311	2,559,846
Galveston	.....	.....	1,368,162	.....
N. Orleans	.....	.....	2,669,555	60,594

*Apr. 1, 1918 to Dec. 31, 1918.

Corn Movement in December.

Receipts and shipments of corn at the various markets during December, compared with December, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	244,706	349,202	8,567	229,302
Chicago	5,489,000	6,228,000	3,274,000	2,223,000
Cincinnati	240,900	.....	.....	.....
Detroit	185,000	191,000	703,200	8,000
Indianapolis	1,671,250	1,343,750	526,250	407,500
New York	469,000	.....	385,650	.....
Omaha	2,343,600	2,359,000	1,773,000	1,318,800
Philadelphia	64,886	91,082	.....	49,338
St. Louis	1,507,516	1,547,310	838,620	939,160
Toledo	149,350	238,200	84,160	86,600
Wichita	92,400	138,000	56,700	126,800
Kans. City	1,926,250	2,187,500	1,087,250	1,227,500
New Orleans	.....	.....	28,780	524,043

*April 1, 1918, to Dec. 31, 1918.

Oats Movement in December.

Receipts and shipments of oats at the various markets during December, compared with December, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	1,537,709	1,786,948	612,740	1,168,392
Chicago	12,472,000	8,745,000	9,436,000	6,144,000
Cincinnati	273,600	.....	.....	.....
Detroit	322,500	300,000	997,000	31,000
Ft. Wm.	1,350,027	4,044,703	1,172,678	5,195,186
Indianapolis	808,200	887,400	336,600	527,400
New York	3,814,000	.....	3,839,652	.....
Omaha	1,448,000	2,638,000	1,910,000	2,368,000
Phila.	1,535,480	1,197,639	463,897	300,628
St. Louis	1,646,000	1,926,100	1,143,780	1,679,750
Toledo	712,300	429,400	735,700	105,900
Wichita	35,000	79,000	22,000	75,000
Kans. City	442,000	1,346,400	468,000	1,116,000
Duluth	367,704	36,791	136,816	79,684
New Orleans	.....	.....	1,420,100	232,720

*Apr. 1, 1918, to Dec. 31, 1918.

Barley Movement in December.

Receipts and shipments of barley at the various markets during December, compared with December, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	1,572	2,676	99,545	.....
Chicago	2,266,000	2,208,000	487,000	704,000
Detroit	6,000	None	None	None
Ft. Wm.	1,027,251	866,858	127,638	428,520
New York	1,342,775	.....	977,705	.....
Omaha	392,400	226,800	282,000	271,800
Phila.	28,750	14,574	.....	.....
St. Louis	73,000	118,400	10,020	28,100
Toledo	8,400	600	13,760	.....
Wichita	.....	.....	.....	.....
Kans. City	310,500	27,000	96,200	66,300
Duluth	955,810	278,271	1,238,796	598,426

Rye Movement in December.

Receipts and shipments of rye at the various markets during December, compared with December, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	511,346	674,704	107,580	1,134,616
Chicago	622,000	326,000	62,000	188,000
Cincinnati	44,000	.....	.....	.....
Detroit	77,000	63,000	44,000	9,000
Ft. Wm.	193,696	34,887	107,500	63,585
Indianapolis	65,000	12,500	53,750	7,500
New York	259,750	.....	1,466,205	.....
Omaha	234,300	124,300	143,000	128,700
Phila.	233,143	131,260	.....	198,586
St. Louis	26,223	34,300	2,760	31,010
Toledo	45,000	17,400	20,560	20,700
Wichita	.....	.....	.....	.....
Kans. City	39,000	.....	1,100	36,300
Duluth	1,134,480	83,149	767,413	129,233

*Apr. 1, 1918, to Dec. 31, 1918.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29	118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
1918-9.	1917-8.	1918-9.	1917-8.	1918-9.	1917-8.	1918-9.
Sept. 28	5,088,000	2,340,000	289,000	172,000	2,914,000	2,682,000
Oct. 5	5,532,000	2,379,000	153,000	542,000	2,704,000	4,801,000
Oct. 12	4,078,000	4,293,000	52,000	247,000	2,439,000	6,398,000
Oct. 19	4,200,000	2,429,000	38,000	87,000	4,478,000	3,500,000
Oct. 26	4,143,000	2,533,000	31,000	27,000	5,086,000	2,497,000
Nov. 2	2,513,000	1,572,000	30,000	270,000	2,394,000	2,476,000
Nov. 9	.....	.....	No report.	.....	.....	.....
Nov. 16	.....	.....	No report.	.....	.....	.....
Nov. 23	4,005,000	3,359,000	140,000	59,000	3,661,000	2,092,000
Nov. 30	7,560,000	2,800,000	114,000	164,000	3,335,000	1,246,000
Dec. 7	10,900,000	4,294,000	159,000	137,000	3,267,000	1,804,000
Dec. 14	7,440,000	3,521,000	220,000	31,000	3,288,000	1,589,000
Dec. 21	7,973,000	4,546,000	11,000	229,000	1,836,000	2,237,000
Dec. 28	4,765,000	3,162,000	208,000	321,000	1,873,000	1,108,000
Jan. 4	3,600,000	2,191,000	61,000	177,000	2,198,000	1,966,000
Totals	95,088,000	86,841,000	6,956,000	10,514,000	63,874,000	73,908,000

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Springfield, Ill., Dec. 31.—The acreage seeded to winter wheat for the 1919 crop is 2,405,328, an increase of 29% over the acreage for the 1918 crop, or an increased acreage of 640,583. The condition of the wheat on Dec. 1 was 17% over the condition on the same date in 1917. The area being seeded to rye for the 1919 crop is 123,632 acres, an increase of 4% over last year's planting. The 1918 crop of corn showed a decrease of 401,100 acres over that planted the previous year, a small decrease in view of the near famine of seed corn in 1918. The average yield for the state was 36 bus. per acre and the total yield was 333,575,530 bus. Both the yield and quality of corn were injured in certain sections by drouth and chinch bugs.—Chas. D. Adkins, Director of the Department of Agriculture.

KANSAS.

Buhler, Kan., Dec. 30.—Wheat is covered with six inches of snow, indicating the best crop we ever had, with a very large acreage.—Buhler Mill & Elevator Co.

Kipp, Kan., Dec. 28.—Wheat surely looks fine here. Some say they never saw a better prospect. Almost all of the 1918 crop is sold. We handled 122,000 bus. this year, 80,000 bus. of it in July.—R. E. Terry, mgr. Farmers Co-operative & Mercantile Co.

Stockton, Kan., Jan. 7.—After two years of failure, our crop this season is fine. It had plenty of moisture and got a fair start and with an increase in acreage we expect to ship out 1,000,000 bus. this fall.—F. Montgomery.

Topeka, Kan., Dec. 23.—Final threshing returns indicate that the state's production of winter wheat this year amounted to 93,008,941 bus., an average yield per acre on the area harvested of 13.73 bus. Last year's crop was 41,479,464 bus., an average of 11.72 bus. per acre. The corn yield for 1918 is 44,539,517 bus., or 7.2 bus. per acre, compared with 106,166,517 bus., or 11½ bus. per acre.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Cedar Springs, Mich., Dec. 28.—Our wheat winter killed badly.—E. A. Remer.

MONTANA.

Sweetgrass, Mont., Dec. 28.—There is no grain in this section and all elevators are closed.—Agt.

NEBRASKA.

Wilber, Neb., Jan. 1.—The new wheat crop is an excellent prospect.—W. D. Russell, mgr. Farmers Elevator Co.

Humboldt, Neb., Jan. 1.—Wheat crop prospects are fine here. There is a heavy covering of snow.—C. A. Cooper Co.

Sedan, Neb., Jan. 2.—Wheat is looking fine. There is no corn in this vicinity and will have to ship some in toward spring.—E. J. Bohling.

Wilber, Neb., Jan. 1.—About 70 per cent of the wheat crop is back in the farmers hands. Very short corn crop for 1918, but plenty of corn for feeding and seed.—W. D. Russell, mgr. Farmers Elevator Co.

OKLAHOMA.

Oklahoma City, Okla., Jan. 2.—The state has had the most general and heaviest snowfall in recent years. The prospect for wheat crop is about as fine as it could be.—Maney Export Co.

Oklahoma City, Okla., Jan. 1.—The condition of wheat is 95%, an increase of 2% over the condition of one month ago, and on same date in 1917 was 62%. Wheat is in excellent shape and affording plenty of pasture in areas where feed for cattle is most needed. Revised figures on the acreage planted to wheat show an increase of 19% over last year, an increase of 2% over our preliminary estimate of two months ago. An increase of 19% assures Oklahoma of 3,347,000 acres of wheat for 1919.—Frank M. Gault, pres. state board of agriculture.

SOUTH DAKOTA.

Letcher, S. D., Dec. 30.—We have fine crops here, and business is good.—E. D. Pearce, mgr. South Dakota Grain Co.

Woonsocket, S. D., Dec. 30.—Crops are good here this year. Corn is fine. Turned out about 40 bus. per acre and about 20 bus. of wheat per acre.—J. P. Arend, mgr. South Dakota Grain Co.

WISCONSIN.

Deerfield, Wis., Dec. 26.—More wheat has been raised in this section than for years, and of exceptionally good quality. Barley was also a large crop but it is not moving on account of the price. The farmers think it has more value as feed for hogs and cattle on their farms than the present market price.—Mickelson & Quammen.

Corn Movement for the Crop Year.

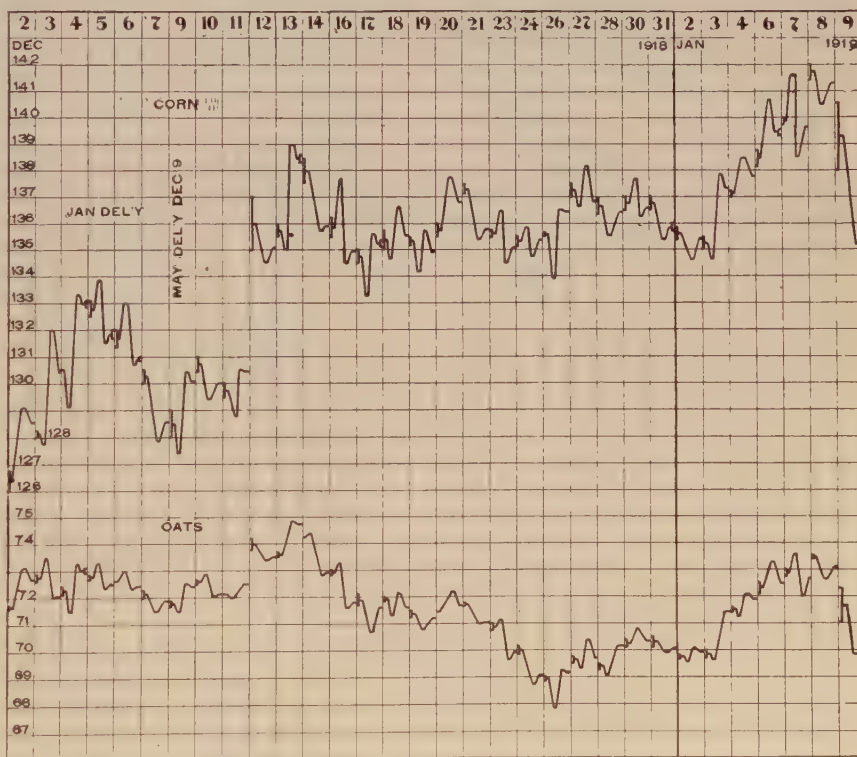
Receipts and shipments of corn at the leading markets during the year ending December 31, 1918, compared with the 12 months ended December 31, 1917, as officially reported by the secretaries of the various exchanges, were in bushels, as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Chicago	100,409,000	70,854,000	39,877,000	36,006,005
Ind'polis	21,426,250	21,122,500	9,533,100	12,628,500
St. Louis	25,707,161	22,249,732	15,933,040	13,425,400
Balti're	4,314,090	19,191,062	1,549,755	15,082,751
K. City	30,302,500	14,017,500	24,221,000	9,210,000
Mil'kee	11,803,920	.....	6,960,187	.....
Cincin'ti*	2,304,500	.....	1,364,000	.....
Detroit	4,450,500	2,715,000	703,200	950,600
Duluth	189,932	31,933	170,319	5,617
Wichita	2,646,800	1,002,600	1,456,200	694,000
N. York	7,626,900	13,768,700	6,008,778	12,229,035
Toledo	2,544,650	2,227,800	997,955	1,056,300
Phila.	3,012,593	4,034,394	1,742,894	2,602,504
Galveston	.....	.....	3,775,024	12,556,899.20
N. Orleans	.....	.....	8,968,403	5,947,609

*Apr. 1, 1918, to Dec. 31, 1918.

WALES is estimated to have produced in 1918, 537,000 quarters wheat; 417,000 quarters barley; 1,675,000 quarters oats; 113,000 quarters corn; 9,700 quarters beans; and 1,900 quarters peas; compared with 209,000 quarters wheat; 337,000 quarters barley; 1,052,000 quarters oats; no corn; 3,500 quarters beans and 1,500 quarters peas, in 1917.

Opening, High, Low and Close at Chicago Since Dec. 1.



Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows.

MAY OATS.

	Dec. 26	Dec. 27	Dec. 28	Dec. 30	Dec. 31	Jan. 1	Jan. 2	Jan. 3	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9
Chicago	69½	69½	70¼	70¼	70¼	69¾	71¾	71¾	72¾	72¾	73	73	73	69¾
Minneapolis	65½	66½	66½	67½	67	66½	68½	69	69½	69½	69½	69½	69½	67½
Kansas City	69	70	69¾	70¾	70	70	70¾	71¾	72¼	72¾	72¾	72¾	72¾	70
Milwaukee	69¼	69¾	70¼	70¼	70¼	69¾	71¾	71¾	72¼	72¾	72¾	72¾	72¾	70
Winnipeg	78	78¾	79¾	79¾	79¾	79¾	79¾	80¼	81¾	82¾	82¾	82¾	82¾	79¼
St. Louis	69	70¼	71	71	70¾	70¾	72	72¼	73	73¼	73¼	73¼	73¼	71¼

MAY CORN.

	Dec. 26	Dec. 27	Dec. 28	Dec. 30	Dec. 31	Jan. 1	Jan. 2	Jan. 3	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9
Chicago	136¾	136¾	136¾	136½	135¾	135¾	137¼	137¾	139¾	139¾	141¼	141¼	141¼	135
St. Louis	139¾	139¾	139¾	139¾	139	138½	140¾	140¾	142¾	144	144¼	144¼	144¼	....
Kansas City	140¼	141	140¼	141	140¼	139¾	141¼	141¼	143¾	144¼	145	145	145	....
Milwaukee	136¾	136¾	136½	136½	135¾	135¾	137¼	137¾	139¾	141¼	141¼	141¼	141¼	135½

Debts to Be Deducted from Assessment of Line Co. at Local Stations.

The Nye-Schneider-Fowler Co., of Fremont, Neb., was granted a reversal of the decision of the district court in the Supreme Court of Nebraska Nov. 16, 1918.

At Albion in Boone County the plaintiff on Apr. 1, 1916, had outstanding on its books on open account \$9,778.41; and at the home office was indebted in the sum of \$1,634,443.46 for money borrowed to carry on the business, and for merchandise, \$33,365.84, while the indebtedness for money borrowed to carry on the business at Albion was \$22,844.71, carried on the books as a debit item against that station. At no time for several years past has the liability of the plaintiff for money borrowed to carry on the business at Albion not been largely in excess of the amount owing to it at said station on book accounts.

The Boone County assessor assessed the credits of the Boone County business \$9,778.41; and the plaintiff brought suit against this double taxation, claiming that its credits ought to be assessed at its principal place of business, and its entire liabilities should be deducted to ascertain the value of its net credits.

The court said: The question thus presented is very important, and is not without difficulty. But, as pointed out in the former case between these parties, section 6329, Rev. St. 1913, provides that the property of "merchants, except as hereinafter specifically provided, shall be listed and taxed in the county, township, precinct, city, village, and school district where the business is done."

And section 6291 defines the term "property": "The word 'property' includes every kind of property, tangible or intangible, subject to ownership."

The letter of the statute is, therefore, plain upon this point, and the court must harmonize it with the general policy of the law if possible. We do not think it advisable to depart from the rule declared in that decision.

Double taxation sometimes occurs, and has been considered as, under some circumstances, unavoidable. If, for instance, a purchaser of a herd of cattle gives his note for a large portion of the purchase price, the property is assessed to the purchaser without deduction of the amount of the outstanding note, and the full amount of the note is assessed against the owner thereof. There are many similar instances of double taxation, and yet our revenue laws contain abundant evidence that it is the policy of our law to avoid double taxation when possible.

Chapter 73, Laws 1903, provided a general system of public revenue and repealed the former statute. The former act (Comp. St. 1901, c. 77, art. 1, sec. 27) contained a general provision that:

"In making up the amount of credits which any person is required to list for himself or for any other person, company, or corporation, he shall be entitled to deduct from the gross amount of credits the amount of all bona fide debts owing by such person, company, or corporation for a consideration received."

In repealing that statute this provision was not retained, and the repealing statute required all "property" to be assessed for taxation. But this court held that, notwithstanding the repeal of that provision:

"In making a return of his taxable property under the provisions of chapter 73 of the Laws of 1903 the taxpayer may deduct from the credits due him all just debts by him owing at the time of such return." State v. Fleming, 70 Neb. 529, 97 N. W. 1063.

The court quotes from and adopts the reasoning of the Supreme Court of Indiana in *Florer v. Sheridan*, 137 Ind. 28, 36 N. E. 365, 23 L. R. A. 278:

"Credits are, by the Constitution, property, and as such are to be taxed. Their just value is to be ascertained by subtracting the bona fide indebtedness from the gross amount of the notes, accounts and other choses in action and the balance is to be returned as belonging to the individual. * * * Section 1, article 10,"

of the Constitution of Indiana, "does not say the gross amount of all notes, accounts, and other choses in action shall be taxed, and we cannot so construe it without perverting its language and obvious meaning."

The word "credits," as used in the statute, is, by that court, construed to mean net credits, and that construction was adopted by this court.

The allegations of the petition must be taken as true as against the general demurrer. In the former case between these parties (99 Neb. 383, 156 N. W. 773), it was said:

"If the credits are taxable in Boone county, the indebtedness to be deducted must arise out of the business in that county. * * * Whatever debts may have been incurred in the purchase of grain, lumber, or for any other purpose legitimately connected with the conduct of the business in Boone county, are proper to be deducted from the credits in that county."

The debts of \$22,844.71 are proper to be deducted from the credits in Boone County. Reversed and remanded. 169 N. W. Rep. 436.

To Curb Federal Control of State Rates.

The Nebraska State Railway Commission has asked the district court for an injunction restraining the C. B. & Q. Railroad Company from charging certain rates promulgated by Director General McAdoo. The facts are in substance as follows:

On the line of the Burlington from Lincoln to Columbus, Nebraska, is a clay pit, from which clay is moved in carload lots to Columbus, where it is made into brick. On Aug. 27, 1906, shortly after this pit was opened, the Burlington made a rate of \$4.50 per car for transporting this clay from the pit to Columbus. This rate remained in effect until the director general issued Order No. 28, when it was increased to \$5.50. This rate was charged for some time and then Julius S. Nichols, the owner and manufacturer of the brick at Columbus, was notified that the rate would be increased to \$15.00, which is the minimum revenue per carload shipment prescribed in the director general's order.

The prayer of the petition is as follows:

"Whereas, plaintiff prays that the court will take cognizance of this entire matter; that it will cause notice to be served upon the defendant and its proper officers of the time and place of the hearing of this petition; that the court will speedily proceed as a court of equity to determine this matter; that the defendant, its officers, agents and employees, be perpetually restrained and enjoined from charging or collecting or attempting to collect more than the sum of \$4.50 (to which the war tax shall be added) for the shipment and transportation of each carload of clay from Kairro Clay Pit to the Columbus Brick Works above named; that the defendant be perpetually restrained and enjoined from charging any other, higher or different rate without the further order of the plaintiff; that the defendant be required to furnish cars for the shipment of clay in such numbers as the said Columbus Brick Works may require, and that it shall move and transport them with proper dispatch; that defendant be perpetually restrained and enjoined from further violation of said tariff rates, and from violating the orders of the Nebraska State Railway Commission in relation thereto; that defendant shall strictly observe the said tariff rates; and for such other, further and different relief as may be just and equitable."

LONDON will be the chief grain importing and distributing point in the United Kingdom, if efforts now being made to that end are successful. The plan has met with favor in the Colonies, particularly in Australia and South Africa. The elevator system for handling grain, such as has been in operation in Canada and Argentina, is favored.

State Control of Right of Way Leases.

Under cloak of the temporary federal authority prescribing uniformity in side track agreements the railroad companies are again attempting to force shippers who have their plants on the right of way or who have a side track to the plant, to sign an agreement assuming all the burdens of negligence of carriers' own servants resulting in personal injury of, or loss by fire to, third persons.

Instead of proceeding in a roundabout way to rectify this injustice by a perhaps vain appeal to the federal administration or the Interstate Commission the Indiana Grain Dealers Ass'n has attacked the problem directly by proposing legislation that will take the side track agreements and right of way leases out of the hands of the federal authorities thru the enactment of an Indiana statute expressly empowering the state Public Service Commission to regulate such leases and giving the shipper equal standing with the railroad company before the commission. The bill follows:

A BILL for an Act directing the public service commission to supervise and direct the leasing of certain real estate owned or controlled by the railroads and electric interurban railways.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That public service corporations may upon terms, conditions, rentals and for periods of time fixed by the public service commission lease real estate owned or controlled by railroad or electric interurban railway companies and not used in connection with the business of such corporations, to persons, firms or corporations: Provided, however, no such leases or other agreements concerning use or occupancy of such lands shall be entered into except upon the written approval of the terms and conditions thereof by such commission: Provided, That one or more parties thereto must first submit the matter to the said commission for consideration and approval.

Section 2. Upon the termination of leases now in force affecting such real estate, no lease shall be renewed except upon approval of the terms thereof by the public service commission: Provided, That one or more parties thereto must first submit the same to said commission for its consideration and approval.

Section 3. Either party to an existing lease may appeal to the public service commission for revocation or modification thereof and when such application is duly made the commission shall fix a day for the hearing and consideration of such application, giving each party at least twenty days' notice of the time and place of such hearing. The commission may also determine the kind of evidence, documentary, written or oral, that may be required of either or all the parties interested in the controversy, and make such orders as may be deemed proper in the premises.

Section 4. After ninety (90) days from the taking effect of this act every railroad and electric interurban railway shall, upon request of the public service commission for use in any controversy or other investigation pending before or by said commission, file a duplicate of any lease or rental agreement with a complete description of any other form of tenancy based upon any consideration, express or implied, existing or pertaining to such lands situated in the State of Indiana.

HIGHWAY COMMISSIONERS representing western states at a meeting held at Salt Lake City, Utah, Jan. 3, unanimously approved proposed amendments to the Bankhead Federal Aid road bill now before Congress and adopted resolutions which were sent to the various congressional delegations. The bill provides that the various states shall participate in federal appropriations for highway improvements on a basis of density of population per square mile and extends the time limit within which a state may avail itself of its apportionment for any particular year.

An 80,000 Bushel Concrete Elevator at Moscow, Idaho.

The grain dealers of the great wheat section west of the Rockies have been very backward in adopting bulk handling methods, but now that the high price of bags has compelled them to learn of the real advantages of bulk handling facilities, they are progressing in earnest and adopting fire-proof construction of the latest design.

Illustrated herewith is the new 80,000 bushel concrete elevator built recently by the Moscow Union Warehouse Co. at Moscow, Idaho, which is located in Latah county not far from the Washington state line.

The concrete structure is divided into ten bins of various sizes, five of the bins, which have storage room for about 20,000 bushels, are immediately over the working story, where is located a modern cleaner of 1,000 bushel per hour capacity.

The plant is equipped throughout with modern machinery for rapid handling and placing in marketable condition before loading out. A 15 ton dump scale sup-

plied with automatic controllers for dumping the wagons facilitates the receiving of the farmers' grain. Beneath this scale platform are two receiving pits of approximately 250 bushels capacity each. Grain from each pit is diverted direct to the boots of two elevator legs each having an elevating capacity of 1,500 bus. an hour. Grain is spouted from the head of each leg to any bin in the house. An automatic scale in the cupola weighs grain out to cars at a rate of 1,500 bus. per hour.

In the basement are two 18-inch belt conveyors so arranged that grain can be received from hopper under tracks or from any of the storage bins. It is intended that the house will be used for cleaning much grain in transit.

Power is furnished by four electric motors giving a total of 34 H.P., each machine being driven by a separate motor. The switch for the motors and the controllers for all spouting are placed at convenient points in the working room. This gives the operator complete control of the entire plant from a point of advantage. The house was designed by Alloway & Georg.

Bulk Cheaper than Sack Handling.

That shipping wheat in bulk results in a great reduction of loss, compared with shipping it in sacks, has been demonstrated by the Sperry Flour Mills Co. of Stockton, Cal., whose recent experience strengthens the argument for bulk handling.

In a recent transfer of 2,500 tons of Australian wheat in sacks from a steamer to a river barge consigned to the Sperry Mills, there was a deficiency of 6 tons, a loss of five-eighths of one per cent or 12½ lbs. per ton for one handling. Multiplied by five, the usual number necessary in passing the wheat from the harvester to the mill, makes this a matter for serious consideration.

In contrast to this, on a similar shipment, in bulk, transferred from a warehouse to a barge consigned to the same concern, the loss was less than ½ pound per ton. Figuring on this basis, shipment of wheat would be almost paid for in the savings effected and the reduced labor costs made possible by the bulk method.

Seed Marketing Investigations.

The Bureau of Markets in its annual report states that the

Transactions in clover seed for the period of a month at the leading markets for that commodity were examined to determine what effect, if any, speculation had on the price of red clover seed in February, 1918. It is thought (by the Bureau) that this work, taken in conjunction with the publication of figures showing the stocks of clover seed that were being held for export to foreign countries, had a material effect in lowering the price of red clover seed to farmers at a time when it seemed that it would soar above the record of \$21 per bushel on Feb. 13, 1918.

Samples of country-run seed were obtained from different sections of the country and comparisons of these samples indicate that prices of country-run seed in various producing areas vary considerably.

Copies of contracts entered into between small seed growers and large commercial seed growers, and between the latter and wholesale and retail seedmen, have been obtained and examined in order to detect any unfair practices existing.

Field seed prices, as quoted at several of the most important markets, have been tabulated to determine, if possible, the differences in prices prevailing at such markets, and investigations have been made to determine what might, under ordinary conditions, be considered reasonable differences in wholesale and retail prices of seeds. Inquiries have been made to ascertain the time at which various kinds of seed begin to move from growers' hands to dealers' hands, when the movement is general, and when it is normally at an end. Inquiries also have been made to learn what percentage of growers sell seed and whether they sell to the local buyer, to the traveling buyer, by correspondence with distant seedsmen, by advance growing contracts with commercial seed growers, thru local or farm paper advertising, or direct to neighbors.

OFFICIAL ESTIMATE of Argentina's available exportable surplus of maize including the present surplus and the future crop states 3,660,000.

THE 1919 CONVENTION of the Grain Dealers National Ass'n will be held at St. Louis, Mo., Monday, Tuesday and Wednesday, Oct. 13, 14 and 15.

SEPTORIA LEAF SPOT, a plant disease which has been attacking oats and wild grasses for years, has been discovered on wheat during the past fall throughout central Ohio.

SUPPLIES are being released by the present German government with unwarrantable freedom. In order to secure the popularity of the present regime the Food Administration has put its own interpretation on a clause of the armistice and proposes to call upon the allies to make up any deficits later.



New 80,000-bu. Concrete Elevator at Moscow, Idaho.

Official Weights for Indiana Country Elevators.

The country shipper who will provide himself with adequate scales, occasionally inspected, and who will take care that drafts are correctly charged and figures checked against, is probably as reliable as any official weighmaster; but there is always attached to official sworn weights a halo of sanctity that goes far to give such certificates a standing denied to the shipper's own weights. An official certificate may be introduced as prima facie evidence, while an unofficial weight certificate even when issued by an organized grain exchange may require testimony to the effect that the signature on the certificate is genuine.

The present movement by the federal railroad administration to discredit unofficial weights also lends force to the legislation proposed by the Indiana Grain Dealers Ass'n for Indiana official state weighers wherever desired. Sec. 6 of the bill significantly provides that such weights shall be recognized in controversies growing out of transportation and other contracts. The bill reads:

A BILL for an Act in regard to official weighmasters for weighing farm, mine and manufactured products in counties, cities, towns and townships.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That upon the petition of ten (10) or more resident freeholders of any county, city, town or township there shall be appointed in the manner herein prescribed official weighmasters for weighing farm, mine and manufactured products in such county, city, town or township.

Section 2. Upon receipt of such a petition or petitions for the appointment of weighmasters from any county, city, town or township, the state commissioner of weights and measures shall hold an examination in the city, county, town or township, as the case may be, open to all applicants for such positions and from among those passing a satisfactory examination and having control of or access to approved and adequate weighing facilities in such city, county, town or township, the state commissioner of weights and measures shall appoint as official weighmasters in such county, city, town or township the person or persons best fitted in his opinion to fill the position or positions to serve for a term of two (2) years or until his or their successors are selected and qualified. The state commissioner of weights and measures shall have the power to remove from office, for just cause, any official weighmaster appointed under the provisions of this act.

Section 3. The state commissioner of weights and measures shall prescribe all rules and regulations concerning the duties of all official weighmasters, defining the form of weight certificates to be issued by them, the fees, if any, to be charged by them, and the bond to be executed by them for the faithful performance of their duties.

Section 4. For the purpose of determining the adequacy and efficiency of weighing facilities controlled or used by official weighmasters, the state commissioner of weights and measures or his deputies shall inspect at least once annually all weighing appliances and facilities used by such official weighmasters and compare them with the standards in his possession, and if they correspond with such standards and are found to be otherwise adequate and sufficient for correct weighing, he shall seal and mark such weighing apparatus in the same manner in which he is authorized to seal and mark scales, weights and measures in the state, and if not in condition or of character and quality to perform adequate and reliable service they shall be condemned for use until repaired and adjusted so that accurate weighing thereon can be accomplished.

Sec. 5. Such official weighmasters may retain as compensation for the performance of their official duties, all fees, if any, charged by them as prescribed by the state commissioner of weights and measures, which they shall receive in payment for weighing farm, mine and manufactured products. A schedule of such fees shall be posted in a conspicuous place at the scales on which official weighing is to be performed: Provided, however, That elevators, mills and other buyers and sellers of farm, mine and manufactured prod-

ucts, in less quantities than car lots shall not charge fees for weighing same when buying or selling by weights ascertained by the use of their own scales.

Section 6. A certificate of weight issued by any such official weighmaster, executed according to the rules and regulations prescribed by the state commissioner of weights and measures, shall be recognized as and prima facie evidence of the facts therein certified in all courts of the state and in the adjustment of controversies growing out of transportation and other contracts involving the question of weights covered by such certificates.

L. F. Gates New Pres. of Chicago Board.

Leslie F. Gates was elected president of the Board of Trade Jan. 6, in one of the most hotly contested elections held in years. He received 532 votes against 385 for his opponent, Albert E. Cross.

Mr. Gates' election to the presidency is a fitting climax to his long continued activities in the grain trade and his years of varied experiences will enable him to conduct the affairs of the market with judgment and discretion.

Mr. Gates hails from the east, his early years having been spent in Pennsylvania. He was educated at LaFayette College at Easton, Pa. After working his way thru school, he was for twelve years western manager at Chicago for D. Appleton & Co. He is a man of strong mental caliber and soon worked his way to the position which brot him into contact with officials of the Chicago Board of Trade.

He became identified with Lamson Bros. Co. in 1906, as a partner. Since that time, he has been a member of the executive com'te of the Board of Trade Mutual Benefit Ass'n and served two terms on the board of directors. He has been chairman of the Finance and Real Estate Com'tes and for the past two years has been a member of the Promotion Com'te. Quiet persistence is one of his strong characteristics and his most important achievements are accomplished without ostentation. It is characteristic of his modesty that he has not sat for a portrait in 15 years.

Recently he has been giving valuable aid to the Federal Trade Commission in its investigations being chairman of the body called upon by the Commission to give all needful information as to the operations of the board of Trade.

Mr. Gates' policy as pres. will be to work for unity on the Board of Trade at Chicago and for closer co-operation with the other grain exchanges during the reconstruction period.

The program will close with the banquet at the Hotel Cadillac at 6:30 p. m., at which John L. Dexter will preside as toastmaster.

The principal speaker is P. E. Goodrich, pres. of the Grain Dealers National Ass'n, Winchester, Ind., whose subject will be "General Topics."

George S. Bridge, of Chicago, until recently head of the Forage Department, will deliver an address on "The Government and the Hay and Grain Trade." He will be followed by Harry Morgan of Pittsburgh, whose topic is "Hay."

Michigan Hay and Grain Meeting.

The mid-winter meeting and readjustment convention of the Michigan Hay & Grain Ass'n will be held at the Hotel Cadillac, Detroit, Jan. 16. The convention will be called to order at 2 p. m. by Robert Ryon, of Ann Arbor, pres. of the Ass'n.

No Billing Notify Party at Other Point.

The Western Classification contains a rule that the issuing of Bs/L for shipments consigned to shipper's order at one point, notify consignee at another point, is not permitted. This rule has not in the past been generally observed as to grain, altho most of the tariffs containing the grain rates are subject to the provisions contained in the Western Classification.

The western carriers have issued instructions to the effect that hereafter on shipments of grain billed "To Order," the party to notify must be at the destination of the car. These instructions have been found necessary for the reason that the method of billing shipments to shipper's order at one point, notify consignee at another point, frequently ties up equipment, because of the inability of the carrier to locate the consignee.

J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, has informed members of the Board of a request by the carriers, in the interest of prompt service and the prompt handling of equipment, to see that shipments in which they are interested are so billed as to enable the carrier to locate promptly the consignee or the party for whom the grain is intended. There should be discontinued the practice of billing shipments, for instance, "Shipper's Order, Milwaukee, Wis., notify party at Chicago, Ill.," or, "Shipper's Order, New York, N. Y., notify party at Chicago, Ill." Both the party to order and the party to notify should always be at the destination of the car.

The foregoing relates only to shipments destined to Chicago or points west thereof and does not apply to shipments forwarded from Chicago to eastern points under the Official Classification Rules.



A. J. Brunswig, Re-elected Pres. of St. Joseph Grain Exchange.

Recovery of Cost of Coopering.

The decision against the Midway Co-operative Elevator Co. has recently been affirmed by the Supreme Court of North Dakota on rehearing.

Plaintiff sought to recover from the Great Northern Ry. Co. \$151.41 expended in lining or coopering cars for grain shipped from Wolseth, N. D., to St. Paul, Minn., basing its action on the North Dakota statute, sec. 4707, providing:

Every railroad corporation or common carrier doing business in this state shall when requested by any shipper of wheat, flax or other grain, flour or flour mill products, furnish to such shipper a box car or box cars properly lined or coopered for receiving and containing the kind of grain flour or flour mill products sought to be shipped and if such railroad, railroad corporation or common carrier shall furnish any car not so lined or coopered to such shipper and shall fail to prepare and put in readiness such car within four hours after notice by such shipper to its agent at point of shipment that such car is not in proper condition such shipper may repair such car at his own expense and recover such sum so expended in a civil action against such railroad corporation or common carrier.

The court held: It appears on the face of the complaint, and the evidence shows, that the transactions upon which plaintiff seeks to recover arose during interstate traffic, and are regulated by the Interstate Commerce Act; and under the decisions of the United States Supreme Court the state courts may not entertain plaintiff's action without preliminary action by the Interstate Commerce Commission.—169 *N. W. Rep.* 494.

In a dissenting opinion Judge Robinson said: Clearly the complaint does state a cause of action, in accordance with the letter and spirit of the statute; but counsel for defendant insist that, as the grain shipment was interstate commerce, the necessary cooperage was also interstate commerce, and that plaintiff has no remedy, except by some suit in the United

States courts or the Interstate Commerce Commission. Still defendant does not point the way to such a remedy, or show that the Commission or the United States courts are in the habit of giving any redress in such petty matters, and defendant did not move to have the matters transferred to the United States courts or to the Commission. There is no showing that the necessary cooperage of grain cars to such a trivial amount is any part of interstate commerce. Indeed, it is a matter of local urgency, which must be met and acted upon in every case before the loading of a car, and before there is commerce of any kind.

Under the statute the county court had jurisdiction of the subject of the action. Hence the judgment should be reversed, and the case remanded for a new trial on the merits.

Recommendation for Car Coopering.

M. Baldwin, sec'y of the Joint Conference, on Jan. 7 notified all weighmasters and the members of the scale committee on grain weighing of the National Scale Men's Ass'n, that in regard to resolution No. 2, entitled "Sheathing Leaks, Their Causes and Prevention," adopted at that conference, the mechanical department of the United States Railroad Administration has issued the following paragraph in a circular on standards for freight car repairs:

METAL STRAP TO BE APPLIED TO SIDE SHEATHING.—Double sheathed box cars will have applied to face of sheathing of car at side sill a small angle iron, channel iron or strap securely bolted in place to insure sheathing being held tight against side sill to prevent grain leakage; bolts to have single nuts and to be riveted over. Location of bolt spacing to be the same as on United States Standard cars where practicable. Channel or strap to be painted on back with freight car paint before it is applied.

Banquet to New Orleans Inspectors and Weighmen.

The first annual banquet tendered by the New Orleans Board of Trade Ltd. to the employes of the Grain Inspection and Weighing Departments was served at Galatoire's, New Orleans' famous French Cafe and Restaurant.

Everyone connected with the two departments was present and had as invited guests, W. L. Richeson, local mgr. of the Wheat Export Co., Inc., and formerly chief grain inspector and weighmaster; Joseph Prudot, foreman of Elevator "E," of the Central Elvtr. & Warehouse Co.; Al. Prudot, foreman of Elvtr. "D," of the same company; Henry Beelman, foreman of the Board of Port Commissioners Public Grain Elevator and John Neeb, foreman of the Trans-Mississippi Terminal Railroad Co.'s Westwego Elvtrs. "A" and "B."

T. F. Cunningham, vice-pres. of the New Orleans Board of Trade, Ltd., was the principal speaker and aroused his hearers to a high pitch of enthusiasm.

While an innovation, this banquet serving as a "get together" meeting was an unqualified success. The feeling of good-fellowship created among the employes will serve to bring them in closer touch with their employers, and will result in mutual co-operation and if it be possible, better service to the grain trade.

ALL CROPS OF LEGUMES AND CEREALS thruout Southeastern Manchuria show the maximum yield of an average good year, as there was abundant rainfall in the early summer. No official figures are kept, but estimates made by persons familiar with the trade indicate that in the Antung consular district there were 732,485 tons of beans, 746,284 tons of corn, 103,852 tons of sorghum and 26,204 tons of millet; compared with 462,134 tons of beans, 464,334 tons of corn, 65,934 tons of sorghum and 14,064 tons of millet in 1917.



Grain Inspectors and Weighers of New Orleans Board of Trade at Their First Annual Banquet.

Feedstuffs

THE MID-WINTER convention of the Mutual Millers & Feed Dealers Ass'n will be held at the Hotel Statler, Buffalo, Jan. 17.

MONTREAL, QUE.—W. J. Sheely is the new agt. for the Canadian Feed Mfg. Co. of Fort William, in the province of Quebec.—B.

PIQUA, O.—We are contemplating installing a mixed feed plant in one of our malt houses.—J. F. Hubbard, sec'y, Piqua Malt Co.

ROCKPORT, Mo.—Eleven acres of alfalfa on the farm belonging to W. R. Linville & Sons produced hay and seed the value of which is \$1,609.85.

SPECIAL PRICE REGULATIONS on millfeeds and limitations on margins of profits of wholesalers, retailers and jobbers on sales of millfeeds were removed Jan. 1.

G. A. CHAPMAN, who has spent the past year as chairman of the Feed Industries Com'te at Washington has returned to his former position with the Quaker Oats Co.

BINGHAMTON, N. Y.—Leslie M. Wilson, pres. of the Empire Grain & Milling Co., has been notified of the death of his son, Lieut. Alexander D. Wilson, in France, Oct. 1.

OWENSBORO, KY.—The suit to recover \$1,500 damages from the Rapier Sugar Feed Co. by W. E. Forgy and R. L. Wells, dairymen, for an alleged sale of defective feed, was dismissed by Judge Slack.

BUFFALO, N. Y.—The plant of the John Kam Malting Co., said to be the oldest malt house in Buffalo, is to be converted into a feed mill, the Black Rock Milling Ass'n Inc. having taken it over, together with the plant at Oswego.

STEVENS SIDING, S. D.—The Alfalfa Products Co. of Sioux City, Ia., has added to its alfalfa plant an elvtr. of 15,000 bus. capacity. It is frame, with iron siding, asbestos roofing and the machinery is driven by electric motors. It was erected by the Younglove Construction Co.

TOLEDO, O.—The Inter-State Feed Ass'n of Detroit will reopen the Potter Mill and will deal in flour and feeds. The building is a landmark and has been closed for ten years. B. J. Bartlett and P. D. Norton both of Detroit are the active members of the Ass'n.

MORRISON, ILL.—The farmers do very little grinding at home since we put in our attrition mill. We are busy from morning till night. Our power costs one-third of the price charged for grinding. We have raised the price from 10 cents to 12 cents a bag.—Renke Bros.

OTTAWA, ONT.—A bulletin has been issued by the Department of Trade & Commerce concerning manufactured cattle feeds, which must be sold under a registration number and a guarantee of the feeding value as to the amount of protein, etc. contained in them.—B.

WHEAT STORED in the Coburg and Alexandra warehouses at Liverpool, Eng., was damaged to the extent of over \$20,000 on account of excess moisture and failure to turn the grain, and the House of Lords recently affirmed a decision granting Charlton & Bagshaw judgment against the Liverpool Grain Storage & Transit Co.

THE Yankalilla arrived at Port Townsend, Wash., Dec. 14, bringing the largest cargo of grain exported from Australia

since the war. It sailed from Sidney, with 6,300 tons of wheat. This cargo was refused by the U. S. Food Administration as permitted in its contract of purchase, as not needed, and was diverted to Vancouver, B. C.

PITTSBURGH, PA.—The annual meeting of the Feed Control officials of the United States and of the American Feed Manufacturers Ass'n will be held at the Hotel William Penn, Jan. 13 and 14. Entertainment includes a smoker on the night of the 13th, a visit to the steel mills the afternoon of the 14th and a dinner in the evening.

BRIG. GEN. A. D. KNISKERN, Zone Supply Officer in Chicago, is the new general head of the Forage Branch since the resignation of George Bridge and all the records are now at the Zone Supply office in The Lytton Bldg. Lieut. Col. C. H. Errington a regular army officer who came from the Zone Supply Office at San Antonio, Tex., will be in immediate charge.

CANADA'S Board of Grain Supervisors has ordered that, effective Dec. 20, general approval is given for both the importation and exportation of barley, rye, buckwheat, flax, peas and beans without individual licenses. This has been agreed to by the War Trade Board and the Canada Food Board. Individual licenses on the approval of the Board of Grain Supervisors are still required in the case of either the importation or exportation of wheat and oats.

OWENSBORO, KY.—Fire at the plant of the Rapier Grain & Seed Co. Dec. 19 did damage estimated at \$250,000. The elvtr. contained about 150,000 bus. of grain, consisting of wheat, corn, cottonseed meal, kafir corn, barley and oats. The plant had been in operation only about five weeks. It was of concrete and steel and the fire did practically no damage to the walls. New machinery will be installed and work will be resumed within a short time. It is that the fire was caused by a spark from a piece of metal going thru the attrition mill. A blaze was discovered early in the evening, but was supposed to have been extinguished.

MANITOWOC, WIS.—T. C. Haffenreffer of Boston and Oscar M. Bilharz of Baxter Springs, Kan., were the purchasers of the malting plant of Wm. Rahr Sons' Co. which was sold at auction, Dec. 17. The price paid was \$330,000. Application has been made for a charter for the new company to be known as the Cereal Products which will be incorporated to manufacture flour, feeds, breakfast foods and cereal products. The present malting plant which was built about four years ago will be remodeled into a pearl barley plant. A malt syrup plant will be built in the spring where the old brewery, which was recently wrecked, has stood. T. C. Haffenreffer will be pres. of the company, O. H. Bilharz, vice-pres.; Capt. F. W. Rahr, sec'y and treas., and F. A. Miller, of the Wm. Rahr Co. for the past 25 years, general manager.

THE ANNUAL REPORT of Dr. W. H. Jordan shows that in 1917 703 samples of feedstuffs were analyzed in the state of New York. Of these, 38 were of cottonseed meal, 8 of malt sprouts, 13 of linseed meal, 18 distillers' dried grains, 2 of yeast or vinegar dried grains, 10, brewers' dried grains, 14, corn gluten feed and meal, 22, hominy feed, 107 of compounded feeds, 113 of molasses compounded feeds, 1 of calf meals, 92 of compounded poultry feeds, 51, animal products, 44 of wheat bran, 26 of alfalfa meal, 52 of wheat middlings, 21 of wheat bran and middlings, 1 of wheat bran and

low grade wheat flour, 3 of ground corn and oats, 5 of wheat bran and corn by-products screenings, 19 of corn meal and of corn feed meal, 7 rye by-products, 2 of ground screenings and ten of miscellaneous mixtures.

FIRE on the night of Jan. 1, did damage to the plant of the American Milling Co. at South Bartonville, a suburb of Peoria, amounting to \$600,000. The mill, dairy barn and power plant were consumed, but the flames were checked before they reached the big reinforced concrete elevator in which thousands of bushels of grain are stored. The plant was insured for \$500,000. The ruins were not yet cold when officials began conferring with contractors for re-building. The plant had been enlarged from time to time to accommodate its increased business and only recently, a new concrete elevator was added, in order that a sufficient supply of raw material might always be on hand for the manufacture of feeds at all seasons of the year. It stands some distance to the rear of the site of the mill proper and was connected with it by a conveyor gallery. The mill building which was destroyed was a four story structure with cupola. H. G. Atwood is president and John W. McDowell is vice-president of the company. A good illustrated description of the burned plant was given in the Grain Dealers Journal Dec. 10, page 885.

SPECIFIC MAXIMUM margins for all dealers in wheat millfeeds were removed by the U. S. Food Administration Jan. 3, effective immediately, so that the following changes are made in the regulations XXV: Section B—Note entitled "Margins and profits for wholesale dealer in feeding stuffs" that follows Rule 7 is changed by striking from the first paragraph the words "Wheat mill feeds"; the rest of the note being left intact. Rule 9 is amended by adding thereto the following: "Provided however that this rule shall not apply to sales of wheat mill feeds." Section C—The first paragraph of the note under the title 25-C is stricken out. Rules 1 and 3 are amended so that they do not apply to wheat mill feeds. They still apply to rice polish, rice bran and dried beet pulp. Rule 2 is repealed. Section G—Rule 1 is repealed but the note thereunder as to profit limitations still applies. Section J—Rule 1 is amended so that it does not apply to wheat mill feeds but it still applies to rice polish, rice bran, dried beet pulp and cottonseed products. The last paragraph of the rule setting permissible annual net profits at 6% remains intact. The 6% will continue to be calculated on sales of all feeding stuffs including wheat mill feeds.

DRASTIC CUTS in freight rates ranging from 25 to 30 per cent from Atlantic ports to all continents except Europe have been made by the United States Shipping Board.

Feedstuffs Movement in December.

Receipts and shipments of feedstuffs at the various markets during December, compared with December, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Chicago, tons	38,415,000	56,508,000	61,887,000	61,040,000
Cincinnati, tons	3,370			
New York, tons	419		386,000 lbs.	
St. Louis, sacks	33,130	55,250	127,500	119,530
Kans. City, tons	1,080	4,820	8,180	10,420

Modern Features of Country Elevators.

By P. F. McAllister.

Country grain elevators as they are being built today by specialized elevator builders contain all the modern features, appliances, labor-saving and conservation devices known to mankind, that are applicable to this class of construction except two.

To begin with we should consider power. The use of electricity is general wherever it is available and when not the perfected type of oil engine is the next power, considered as it is in nearly all cases the most economical.

The construction of concrete versus wood is in the proportion of about 8 out of 10 in favor of concrete. Much has been said in recent years in favor of concrete, but not enough, as every elevator, if it is worth building at all, is worth the extra effort and expense necessary to make it permanent and everlasting—to make it an asset rather than a growing liability.

Nearly all new elevators of today have some make of modern cleaner in them of ample capacity to facilitate the rapid cleaning of grain.

In the corn growing section of the country, most elevators have large capacity shellers. Leg capacities have been increased from 1,000 to 3,000 bushels per hour.

Everything is being done to improve rapid handling that can be done. The favorable methods of transmitting power are silent chain, rope and belt. Gears are noisy and common chain unsatisfactory.

A comparatively recent innovation in leg equipment is the use of V buckets which permit the closer spacing and greater belt speed, thus reducing the width of the elevator belt by about one-third as compared to the old styles of buckets.

Two things that are not used in country elevators, one of which should be insisted on by insurance companies or by the conservation authorities of our government are dust collectors and sweepers, and the handling of grain by the pneumatic system.

The dust collecting and sweeper system would necessitate a little more power, a fan and some light galvanized piping. With the use of such a system in every elevator the dust explosion hazard and the spontaneous combustion hazard would be practically eliminated. The matter of keeping an elevator clean would be a pleasure and the work would be done every day instead of once a month and in some cases once a year.

In effect such systems would be similar to a vacuum cleaner in the home. The systems are used quite generally in large elevators.

The pneumatic system up to date has been too expensive to operate to make it practical except in a few isolated places.

Two more minor appliances used in terminal elevators that could be used to very good advantage in the country elevator are the back stop for head shafts and the electric alarm for hot boxes. With the use of the first, there is no possibility of a choke-up in an elevator leg due to the cessation of power, the breaking of some piece of transmission machinery or the slipping of a belt.

With the use of self-oiling bearing, there would be no necessity for the latter as such bearings need attention but three or four times a year.

It is to be hoped that the elevator owners and managers will become educated to these matters and insist on their instal-

lation for their own economy and convenience as well as for the conservation of our food products and building materials.

Supervision of Grain Inspection.

In his annual report to the Sec'y of the Dept. of Agriculture, Chas. J. Brand, chief of the Bureau of Markets, states that

The actual supervision of the inspection and grading of grain performed by inspectors licensed under the provisions of the act is carried on thru 35 offices of federal grain supervision located at points accessible to the great grain markets of the country. Thru these offices compliance with the provisions of the act by shippers is insured, and the work of licensed inspectors at different inspection points is checked for accuracy.

The experience of this bureau demonstrated the necessity for devising a plan to secure uniformity of inspection in the various markets and such a plan was made effective in April, 1918. Steps are taken to ascertain, by a system of monthly reports, the degree of accuracy with which the grain standards are applied by licensed inspectors. In order to secure uniformity the several districts of federal grain supervision which include markets handling grain of similar kinds and classes have been grouped into divisions (six in number), and a competent supervisor has been assigned to each division.

A series of meetings was held at 36 markets, in the course of which representative committees of the principal grain exchanges in the United States conferred with representatives of the bureau. As a result a permanent committee of each exchange has been appointed to deal with the Bureau of Markets in all matters pertaining to the enforcement of the grain standards act. This should insure close cooperation with the grain trade.

Investigations were made of 17 cases of apparent violations of section 4 of the act regarding the shipment of grain without inspection; 13 cases involving improper representation as to grade of grain under section 5; 11 cases of misgrading grain under the provisions of section 6; 8 cases of apparent violations of section 7; 18 cases involving action against licensed inspectors; 1 case involving apparent violation of section 9, in improperly influencing a licensed inspector; and 1 case involving a violation of section 10.

During the year 50 examinations were held of persons desiring licenses, 5 of whom were refused licenses. A total of 374 licenses were issued, and 261 were superseded by others.

Appeals.—In the fiscal year ending June 30, 1918, 1,457 appeals and 12 disputes were filed with the offices of federal grain supervision. Sixty-nine appeals were dismissed for lack of jurisdiction and 1,388 were entertained, of which 766 were sustained.

Assistance has been rendered to licensed grain inspectors and to members of the grain trade in order to bring about the correct application of the official grain standards and the employment of proper methods of procedure in sampling, testing, and grading grain. Laboratory methods employed in the offices of federal grain supervision have been improved and standardized and additional laboratory equipment, including improved analysis tables and grain probes, has been installed.

During the fiscal year 1918, a total of 6,433 wheat and corn samples received from 35 offices of federal grain supervision were reviewed at Washington, D. C., to determine the accuracy of analysis, classification, and grading by licensed inspectors. Where corrections were necessary they were made and the samples were returned to the office from which received.

Eighty sets of types of corn were prepared, showing various degrees of damage and of color, 240 sets of types of wheat showing various degrees of damage, color, and texture, and 40 sets, each containing 49 varieties of wheat. These sets were distributed among the various field offices and have been found very useful in promoting uniformity of classification.

BARLEY MALT export permits will be granted on application to the War Trade Board, for Canada, the West Indies, Cuba, Mexico, Central America, South America and Japan. To the same countries the Board will consider applications for exports of corn starch.

New Pres. of Memphis Grain Men.

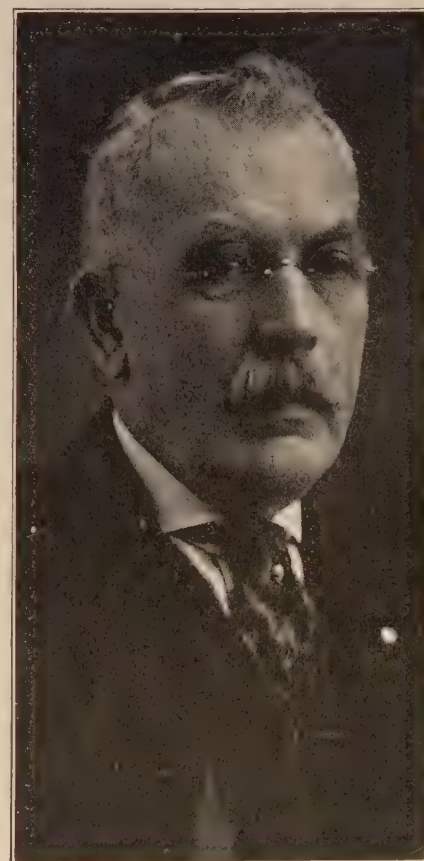
J. L. Nessly, of the J. L. Nessly Co. was unanimously elected president of the Memphis Hay & Grain Ass'n at its annual meeting, succeeding L. P. Cook. Mr. Nessly is well known to the trade having been a resident of Memphis for several years. Prior to his removal to Memphis, Mr. Nessly lived in Kansas. He made a specialty of hay and has won a prominent place in his chosen line of business.

He already has the business of the Ass'n well in hand having served as vice-president during the year 1918. Under his wise guidance and kindly counsel a successful administration is assured. The Memphis Grain & Hay Ass'n is an auxiliary one, being composed of members of the Merchants Exchange who are engaged in the grain and hay trade.

World Has Too Much Wheat.

The woods are full of it. If we raise another big crop this year, we will have to use some of it for sawdust. Broom-hall estimates the exportable surplus of the world for the present crop year at 690 million bushels. He estimates the allies and neutrals will need to import only 470 millions. This does not include Germany and Austria, which before the war only imported 50 millions combined. They will need free imports for awhile, but they will have to be awfully hungry to import 220 millions. What they need mostly now is meat, fats and coarse grain to fatten their livestock. Who will bury the 1919 wheat corpse?—C. A. King & Co.

INVESTIGATIONS of the handling, storing and grading of barley, grain sorghums and flax are now being started by the Bureau of Markets, in order to establish grades for those grains.



J. L. Nessly, Memphis, Tenn., Pres. Merchants' Hay & Grain Ass'n.

Grain Carriers

OCEAN TONNAGE is steadily being released by the United States government.

FREIGHT RATES on grain from the Argentine to the United Kingdom were practically cut in two the last of December.

THE LARGEST QUANTITY of grain ever held in storage vessels at that port is at Port McNichol, Ont., this winter, amounting to 7,927,186 bus. of wheat.—B.

OFFICES in 15 leading ports of the world will be opened immediately by the United States Shipping Board to handle the government's trade fleet, says E. N. Hurley, chairman.

THE IOWA STATE Railroad Commission has applied to the district court for an order restraining the American Ry. Express Co. from putting into effect the increased rates scheduled to go into effect Jan. 1.

THE WRECK of the steamer Corinthian entailed a loss of 120,000 bus. of wheat and a quantity of flour from Western Canada, together with other commodities. The wreck occurred near Halifax, the cargo being destined to Great Britain.

THE RAILROAD ADMINISTRATION has ruled that the elevation allowance shall be discontinued on and after the date of the cancellation, except on grain in connection with which the elevation service shall have begun before the effective date of the cancellation.

GRAIN DOOR RULES were discussed at St. Paul, Jan. 8, by the St. Paul District freight traffic com'te, Docket No. 18 was the topic. This provides for the discontinuance of the practice by carriers of furnishing grain doors free of charge for bulk freight except grain and flax seed.

GOVERNMENT OWNERSHIP is a question upon which the American people never have passed. They may favor it or they may not, but there can be no doubt that they have a right to be heard and that they will insist upon being heard. It is a problem of peace and not of war, and all doctrinaires in or out of office who now sponsor a Government-ownership proposition may as well understand that snap judgment is not to be taken in relation to matters of such vital importance.—*New York World*.

A TEN DAYS' embargo on all exports, particularly of foodstuffs intended for American troops abroad, from New York, Boston and Philadelphia has been in effect as a result of labor troubles and congestion in these three ports. This was decided upon Jan. 2 by officials of the railroad administration following the strike of marine workers in New York harbor. Altho the embargo covers all export goods at the three Atlantic ports, it does not prohibit the shipment of grain at Boston.

A PLAN for the return of the railroads to private operation was formulated at New York Jan. 2 by the railroad executives and will be presented to the Interstate Commerce Commission. Another meeting of 90 representatives of the roads was held Jan. 5 at Philadelphia. To present their principles to the Senate Interstate Commerce Com'te a com'te was named, consisting of Thomas DeWitt Cuyler, Alfred P. Thom, Julius Kruttschnitt, Howard Elliott, Samuel Rea and Daniel Willard.

A \$3,000,000 FREIGHT BARGE line is being organized by St. Paul interests. It is expected that \$1,000,000 will be immediately available for the work of constructing a dozen steel barges and two tow boats. The line will be ready for operation by the time the river opens in the spring. Ore from the Minnesota Iron Range and coal from the Illinois fields will be the principal lines handled. F. E. Corson, pres. of the General Utilities Co., is at the head.

Attorney General A. Langer on Jan. 4 called upon the board of railroad commissioners of North Dakota to disregard the 25 per cent increase in freight rates ordered in force June 25, 1918, by the director general of railroads, W. G. McAdoo, as an illegal order and served a petition on that body asking that it establish a lower schedule of rates for intrastate commerce. The attorney general contends that the increase tariff on intrastate freight is wholly unjustifiable, illegal and contrary to the act of congress, which placed the roads under federal control and contrary to both the constitution of the United States and the constitution of North Dakota.

THE SUPREME COURT of Nebraska on Dec. 31 issued an alternative writ of mandamus directing the American Railway Express Co. to put into effect a schedule of intrastate express rates as promulgated by the Nebraska state railway commission or to show cause by Jan. 10 why the commission's rates should not become effective. The Supreme Court's action was taken on an application filed today by the railway commission for a writ of mandamus to compel the express concern to adopt the commission's schedule of charges instead of charging rates ordered effective Jan. 1 by the federal railroad administration.

FROM the point of view of the monetary interest of the investor in railroad securities, the prospect of government ownership and operation, which would relieve him of risk and make his income stable and secure, may be attractive. In fact, I know that several large holders of railroad stocks and bonds are in favor of that course, because they believed it to be advantageous to the maintenance of the value of their investment. From the national point of view, however, I consider government ownership and operation as gravely and far-reaching detrimental—socially, economically and politically. It is incompatible with our system and methods of government and with the genius of American institutions.—Otto H. Kahn of Kuhn, Loeb & Co.

LATEST REPORTS of the Interstate Commerce Commission show increased railroad earnings of 19 per cent, due to the 25% rate increase; but on account of the wage increases the net earnings have decreased 30 per cent, and it is now estimated the government's net losses from its first year of operating the railroads will be \$250,000,000. This is strikingly similar to the Bolshevik control of industry in Russia, a recent report from Berne, Switzerland, announcing that during the first four months of 1918 the Russian government paid out more than 400,000,000 rubles to cover the deficits in the 513 mills and factories controlled by the state. The government also has been compelled to advance 1,000,000,000 rubles to the factories, just as the United States government has been making advances to the railroads. Both governments may be chasing the same illusion, that wages in general can be raised without raising the high cost of living correspondingly.

IN ORDER to get vital supplies to the Atlantic seaboard during the war, all records for fast freight movement were broken. Before the war, the time usually consumed in making the trip from St. Paul and Minneapolis to New York was from two weeks to six months for carload shipments. This year, solid trains of 50 cars each made the distance in six days. The war time system permitted a continuous journey over the most expeditious route so that congested terminals could be avoided. From Feb. 1 to Dec. 1, 1918, 156 trainloads, made up of 5,731 cars of grain, were hauled from and thru the Twin Cities.

ANY GRAIN or grain products originating on the Santa Fe in Kansas may now be routed care of Missouri Pacific, Burlington or Wabash at Kansas City on the basis of the Kansas City combination to St. Louis and transmission at St. Louis may be upon basis of the rate from the point of origin in Kansas to the Missouri River, plus the regular proportional rate from the Missouri River to any Illinois destination, Memphis, Tenn., or New Orleans, e. g., shipments of wheat could get the benefit of the present 25-cent rate from Kansas City to New Orleans after being transit at St. Louis. Hitherto the Santa Fe has insisted on retaining the long haul. The change was obtained by Chas. Rippin, traffic manager of the St. Louis Merchants Exchange.

THE DECISION of the District Court of Minnesota reported in the Grain Dealers Journal on page 793 is the first decision that has come to my attention under the Cummins Act, altho it has been a part of the law for a number of years. If this is confirmed by the Supreme Court of the United States, and I believe it will be, it forever settles the question that has been so much debated as to whether a man is entitled to base his claim on the destination value or let the carrier dictate the point of origin as his basis of settlement. You will note the Court says the destination value must be the basis of settlement, even tho the carrier's B/L states a different basis, namely, the value at the time and place of shipment. This is very important, and you should bear it in mind in handling all your claims with the carriers, insisting upon this basis of settlement.—Chas. Rippin, Traffic Commissioner, St. Louis Merchants Exchange.

THE RAILROAD'S DEFENSE against claims that they are agents of the federal government will be taken away by Senator Cummins' amendment. "In any action at law or suit in equity against the carrier, no defense shall be made thereto upon the ground that the carrier is an instrumentality or agency of the Federal government. Nor shall any such carrier be entitled to have transferred to any Federal Court any action heretofore or hereafter instituted by or against it which action was not so transferable prior to the Federal control of such carrier; and any action which has heretofore been transferred because of such Federal control, or of any Act of Congress, or official order or proclamation relating thereto, shall, upon motion of either party, be transferred to the court in which it was originally instituted. But no process, mesne or final, shall be levied against any property under such Federal control. The Interstate Commerce Commission shall have as full and complete authority and jurisdiction to set aside, change, modify, suspend, or otherwise review all such rates, fares, charges, classifications, and regulations as tho the government had not assumed the possession and control of said transportation systems."

THE FREIGHT market still rules with a quiet tone, no free tonnage being as yet available for engagement, but the situation in this connection is expected soon to show signs of improvement, as the early months of the new year will see a fair number of neutral steamers released from official control. Concerning rates for grain, these are now in process of revision by the several Grain Chartering Com'ites, and altho no official intimation has as yet been made, the general feeling in shipping circles is that the result will be considerable reductions from all quarters. During the week a report was current that the figure for steamers from Argentina to U. K. had been lowered from 225/- to 120/-; as before stated, no official confirmation of this is to hand, but as indicative of the cuts that have been officially made, it may be mentioned that

the rates from South Wales to North France have been lowered 10/- to 15/- per ton for coals, and 15/- to 22/6 per ton for coke, Gibraltar is quoted at 60/- as against 100/-, Port Said at 120/- as against 200/-, and River Plate at 70/- as against 120/-.—*Corn Trade News.*

GRAIN LOADED during December 1918, by roads in the central western region amounted to 43,013 cars; compared with 39,123 cars during December 1917 an increase of 9.8 per cent.

THE BOARD OF GRAIN COMMISSIONERS for Canada has decided that the Lake Shippers' Clearance Ass'n should take full control of winter shipments of grain by all-rail routes and handle the allocation of cars to the various firms as required.

BALTIMORE, Md.—In the interest of

western shippers to this market, the Chamber of Commerce will protest against the proposed increase by the Railroad Administration, Feb. 1, of 2 cents per hundred from Chicago to New York with the same relative advance from all other points.

NO NEW POLICIES on cargoes, vessels or seamen's insurance are now being issued by the War Risk Bureau. Carter Glass, Secretary of the Treasury explains that this action was taken because there are no longer any war hazards to shipping. The ruling does not affect applications for insurance received and accepted by the Bureau prior to Jan. 4.

GRAIN CONTROL COM'ITE PERMITS on wheat as embodied in Twin City embargo, Ninety-six P., Item F, modification effective Dec. 5 and continuing until Jan. 1, on request of R. R. Aishton, regional director, is continued until further notice. The arrangement allowing the railroads to bring to Minneapolis a certain number of cars of grain per day from Minnesota, the Dakotas and Montana, continues in effect, but the allotment of wheat has been reduced to 200 cars per day. The embargo of Dec. 19, on barley and rye remains in force.

I HAD HOPED when the war was over that many of the restrictions surrounding the handling of grain might be removed and we might again feel ourselves free business men. I am somewhat alarmed at what would seem to be the continued persistence of certain departments of the government to police and direct our activities. In my opinion unless the future business of the country can be so arranged as will encourage initiative and individuality, we will have lost one of the great factors that have contributed to the success of the country as a whole. —Lee G. Metcalf, Iliopolis, Ill.

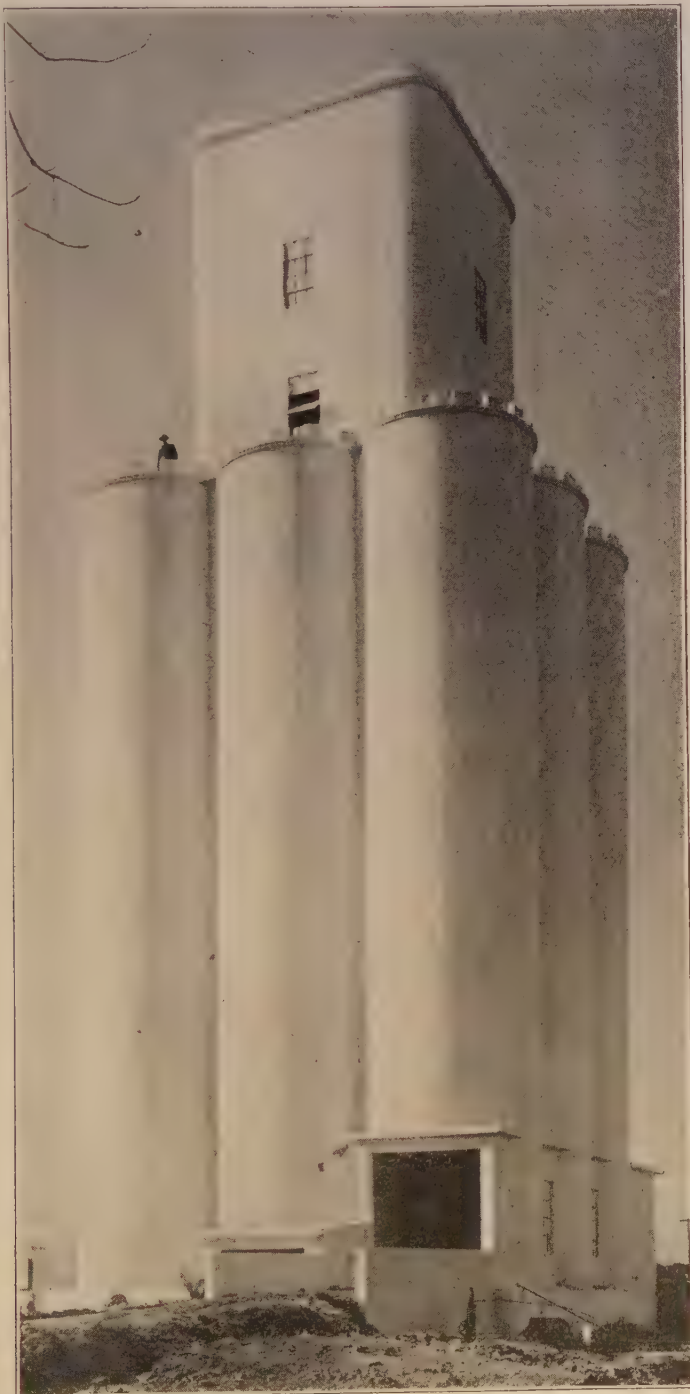
65,000 Bu. Concrete Elevator at Beason, Ill.

The accompanying illustration is that of the new reinforced concrete elevator which the Beason-Skelton Farmers Grain Co. has built at Beason, Ill. to replace an old wood elevator which burned last June together with 10,000 bus. of grain. It is located on the right of way of the Havana Division of the Illinois Central Railroad.

The new plant is 39 feet square and has a storage capacity of 65,000 bus. Its bins are 70 ft. high with tessellated top edges. The nine circular bins, 13 feet in diameter form four small interstice bins. The cupola extends high above the bins. The driveway extends under the three bins on the side farthest from the track and is flanked by the engine house on the left. Extending up thru the bins are two legs, one with 10"x6" buckets 8" apart and one with 18"x7" ear corn buckets 16" centers.

Besides the legs, the equipment consists of two dumps, one for ear corn and one for small grain, the sinks hopping direct to the boot sink in the well of the working house; a 1,500-bu. pitless sheller; a 2,000-bu. combined B. S. Constant Cleaner; a 2,200-bu. Richardson Automatic Scale; three Hall Distributors and one 60-ft. Hess Grain Conditioner. Power is furnished by two Fairbanks Type Y Oil Engines, one 20 and the other 25-h. p.

The Beason-Skelton Farmers Elvtr. Co. was incorporated in March 1916 and operates two elevators in Logan County, the other one being at Skelton station. It is a member of the Illinois Grain Dealers' Ass'n. The new plant was designed and supervised by the Miller-Holbrook Eng. Co. L. N. Cope & Son were the builders. W. H. Armstrong is manager of the elevator.



New 65,000-bu. Concrete Elevator at Beason, Ill.

Grain Trade News

ARKANSAS

Leachville, Ark.—W. C. Charles, formerly with the George J. Schulte & Co., of Missouri, contemplates erecting an elevator.

Ft. Smith, Ark.—We have opened a wholesale flour and feed business, known as the Ft. Smith Grain Co., selling in car lots or less, mixed or straight cars everything in the line. We may erect an elevator later, but not at present. Our capital is sufficient to make any deal we wish to make. The firm is a partnership of Arthur Johnson, R. L. Yandell and Geo. W. Jones and the same firm owns a business at Heavener, Okla., established for four years.—Arthur Johnson.

CALIFORNIA

Le Grand, Cal.—The farmers here built a frame cribbed house and installed electric power.—G. Barngrover.

Hanford, Cal.—The Lacy Milling Co. has built square concrete bins in connection with the mill.—G. Barngrover.

Modesto, Cal.—The A. B. Shoemaker Co. will install grain driers, grain triers, moisture testers, and testing apparatus.

San Francisco, Cal.—The United States Trading Corporation took over the business of the California Grain Co. and will handle import and export trade.

Santa Susana, Cal.—A fire damaging 30,000 sacks of beans and causing a loss of \$150,000, burned the Southern Pacific Mfg. Co.'s warehouse. Insurance did not cover all the loss.

CANADA

Waskada, Man.—William M. Ryan has sold to the Interior Elevator Co.—B.

Edmonton, Man.—Northern Grain Co., Ltd., incorporated; capital stock \$100,000.—B.

New Westminster, B. C.—The Canadian Northern Railway is planning to build an elevator.—B.

Portage La Prairie, Man.—Fire destroyed the elevator of Woodward & Co., Dec. 26. Loss is estimated at \$400,000.

Fort William, Ont.—The 100,000-bu. elevator of Parrish & Heimbecker burned Jan. 2. The loss is estimated at \$250,000 on buildings and 80,000 bus. of wheat.—B.

Montreal, Que.—It isn't always boys who are boys, but sometimes men may be boys, especially when Santa Claus (W. A. Coates) presents such unheard-of gifts as he did at the New Year frolic of the Board of Trade and Corn Exchange. Besides the distribution of gifts, there was a program opened by an address by W. A. Black, pres., songs by John Turton, Lieutenant W. Weldon, Jimmy Rice and Tom Cowans. Major Gray played bag pipes while his son did the Highland Fling in costume. A collection was taken for the Khaki Club. Some of the members of the Board of Trade, who received gifts are: J. Bailey, vice-pres., George Hadril, sec'y., David Campbell, William Rutherford and Charles Gurd.

WINNIPEG LETTER.

Winnipeg, Can.—Logan & Bryan, affiliated with the Clark & Martin house here, has permanently leased a wire from the Canadian Pacific Railway to Vancouver. The wire will supply service and quotations on all Canadian and American grain and stock markets to Vancouver and Victoria and there will be correspondents at all intermediate points between Vancouver and this city.

The first session of the hearing of the Farmers Hay Exchange, which failed some

time ago and whose license was cancelled by the board of grain commissioners, was held recently. All members of the commission were present: L. H. Boyd, W. D. Staples and J. P. Jones with R. Hetherington, sec'y.

The Board of Grain Commissioners has stated officially that the terminal elevators at Fort William and Port Arthur will not be granted a change in rules for cleaning wheat. The announcement was made by R. Hetherington, sec'y. of the board, after a hearing in Winnipeg. The rates will remain as originally approved Sept. 17, 1918.

A beautiful booklet, containing the names of exchange members and employees who enlisted for service in the war, and those who made the supreme sacrifice, was issued to the guests. The booklet contained the photographs of four members who were killed in action, Major A. Charles Ruttan, Captain John Geddes, Major Charles R. Stinson and Captain Robert Ober.

The "Greeting to Peace" celebration held by the Winnipeg Grain Exchange Dec. 31, was a fitting tribute to the 60 members and employees who gave their lives for the cause. The speakers were: Fred J. Anderson, pres., Sir James Aikins, lieutenant-governor, and Lieutenant-colonel, (Rev.) A. W. Woods, D. S. C. The musical program was furnished by a band, Miss Lillian Durkin, and W. Davidson Thompson. Syd Barnes gave a reading. The national anthem, "O Canada" closed the program.

COLORADO

Denver, Colo.—J. P. Ross has succeeded F. G. Olson as mgr. of the Western Grain Co.

IDAHO

Lewistown, Ida.—Joseph Alexander, aged 81, one of the oldest grain dealers here, died December 10. Mr. Alexander was born in Audeheim, Baden, and came to the United States in early boyhood. After traveling for some time, he came to Lewistown in 1863. His earliest project here was a number of chain stores known as Alexander & Freidenrich, at Grangeville. Mr. Alexander gave much effort to the development and promotion of the interests of Lewistown.

ILLINOIS

Lintner, Ill.—Duncan Bros. have sold their elevator.

Argenta, Ill.—The Argenta Grain Co. has bot the lumber yard of the Huff Bros.

Curran, Ill.—E. S. Search is mgr. of the farmers Elevator Co., succeeding Fletcher Earles.

Springfield, Ill.—After several weeks' illness, E. S. Conover has resumed his business.

Blue Mound, Ill.—The Blue Mound elevator was bot from Moore Bros. by the Farmers Grain Co.

Milford, Ill.—Our firm has been changed from W. W. Evans to Hutchins & Evans.—F. S. Yaut.

Taylor Ridge, Ill.—The Farmers Elevator Co. has increased its capital stock from \$10,000 to \$50,000.

Macomb, Ill.—The Farmers Grain, Feed & Supply Co. has installed new scales and new engine.

Oswego, Ill.—We have built a new concrete coal elevator of 600 tons.—Oswego Farmers Grain Co.

Steward, Ill.—We have had no fire here as was erroneously reported.—Steward Farmers Elevator Co.

Glenarm, Ill.—The capital stock of the Glenarm Grain Co. has been increased from \$8,000 to \$10,000.

Steward, Ill.—The Shearer Bros. have installed a new electric motor in place of the gasoline engine.

Monarch, Ill.—Fred. T. Walters of Le Roy, bot a site on which to build a large circular concrete elevator.

Westville, Ill.—The Westville Elevator & Feed Co. has installed machinery that grinds any kind of feed.

Naples, Ill.—The Smith-Hippen Co. elevator is being repaired by John Lawson and Charles Turner of Pekin.

Tuscola, Ill.—We have not erected cob burners but the Hitch-Rose Grain Co. has done so.—Chambers & Foote.

Bluffs (Fulton p. o.), Ill.—A Farmers Elevator Co. was organized Dec. 14, headed by H. R. Meyer, mgr. at Meredosia.

Seaton, Ill.—Henry C. Haben is mgr. of the Seaton Farmers Grain & Supply Co. which was formerly the Inland Grain Co.

Boody, Ill.—We have installed a new cleaner in our Blackland Elevator.—Otto F. Young, mgr. B. B. Farmers Co-operative Elevator Co.

Atkinson, Ill.—Mr. and Mrs. H. N. Carmon, formerly with the Toluca Farmers Elevator Co., are now mgrs. of the Atkinson Grain Co.

Cairo, Ill.—T. R. Samuels, a millwright in the elevator of Thistlewood & Co., fell from the roof of the cupola and his leg was broken.

Yorkville, Ill.—The Farmers Elevator Co. has built a feed and storage house, 24x80, two stories, and installed a 10-ton Fairbanks Scale.

Rumpler, Ill. (Ogden p. o.)—The Farmers Elevator Co. which was recently organized, shipped the first car of corn Dec. 2, to Indianapolis.

Sadorus, Ill.—Sadorus Grain & Coal Co. incorporated; capital stock, \$20,000; incorporators, B. C. Holl, W. M. Grady, and Henry A. Hagan.

Lincoln, Ill.—Holmes & Maurer Co., incorporated; capital stock, \$75,000; incorporators, W. H. Holmes, John F. Maurer and Fred Maurer.

Elliott, Ill.—The Elliott Elevator Co., incorporated; capital stock, \$9,000, incorporators Ole Volden, Randolph Kellar and Frank Helmericks.

Wenona, Ill.—There has been no change in this firm nor are we planning to make any changes as reported.—H. W. Taggart, Taggart & Stotler.

Pisgah, Ill.—A 16,000-bu. elevator has been built by the Pisgah Farmer Grain Co. Fairbanks Scales and Engine and U. S. Machinery were installed.

Roanoke, Ill.—Work has begun on the new elevator which is being constructed by the Roanoke Farmers Ass'n. One of the old elevators will be torn down.

Lewistown, Ill.—Application for incorporation papers will soon be made by the new elevator company here. The company will be incorporated for about \$15,000.

Broadwell, Ill.—Holmes & Maurer built a 25,000-bu. elevator, installed Fairbanks Scales and Motor, and U. S. Machinery. The Decatur Const. Co. did the work.

Lincoln, Ill.—W. H. Conley, who has been with the E. B. Conover Grain Co. of Springfield, Ill., for the past two and a half years, is now connected with Bartlett Frazier Co. of Chicago and has their private wire.

Macon, Ill.—Coyne & Whealon of Fancy Prairie, Ill., have purchased the elevator of R. B. Andrews. Mr. Andrews will retire from the grain business. Charles Love, assistant at the elevator, will remain with the new firm.

Carrollton, Ill.—The directors of the Advance Mill & Elevator Co. elected Dan Flatt, pres., W. D. Bowdle, vice-pres., F. B. Dawson, sec'y., and J. H. Pierson, treas.

Hervey City, (Ottumwa p. o.), Ill.—The G. C. Ottumwa Grain Co. has completed a 40,000-bu. elevator and installed elevator scales, Fairbanks Engine and U. S. machinery.

Villa Grove, Ill.—The Villa Grove Cooperative Society, incorporated; capital stock, \$10,000, incorporators, H. A. Slusser, H. F. Good, L. Cutler, E. Gilbert and L. T. Dixon.

Carrollton, Ill.—Carrollton Farmers Elevator Co. incorporated; capital stock, \$15,000; incorporators, A. W. Scott, W. R. Bare, S. E. Shannon, Faulkner Barnes and Eldred Thomas.

Mascoutah, Ill.—The Mascoutah Cooperative Ass'n which has recently been incorporated for \$7,000 will operate a cooperative store and not a grain elevator.—Geo. C. Anheuer.

Cadwell, Ill.—The grain and coal business which T. G. Wells of Arthur purchased from C. E. Davis of the Davis & Craig Co. will hereafter be known as the Craig & Wells Co.

Gilman, Ill.—The R. F. Cummings Grain Co. incorporated; capital stock \$40,000. The company, which has a main business at Clifton, Ill., will handle an agricultural, coal and lumber trade.

Symerton, Ill.—The Symerton Farmers Grain Co., which was purchased by Stephen Tulley, John Quigley, William Nugent, and Pierce Garey in September, will now be operated by them.

Wenona, Ill.—Harry Taggart of the Harry Taggart Grain Co. will include in the company his nephew Cap. Louis J. Colehower, who was recently honorably discharged from the army.

Wyand, Ill.—We erected new concrete approaches to our two elevators this year and put in two new National Automatic Scales. Both of our houses are now up to date in every respect.—Will R. Teed, mgr. Wyand Grain Co.

Chesterville (Lincoln p. o.), Ill.—R. J. Farris is now mgr. of the Chesterville Farmers Grain Co. We will install a new corn sheller within the next ten days. There are no new elevators or no improvements in this section.—R. J. Farris.

Central, (Morris p. o.), Ill.—I am again mgr. for the Central Grain, Lumber & Supply Co., taking the place of C. J. White who has held the position since I gave it up some time ago and who in turn has resigned.—M. B. Hull.

Urbana, Ill.—The eighteenth Corn Growers & Stockman's Convention, or the two week course in agriculture, scheduled to be held at the University of Illinois Jan. 20-31, has been cancelled, owing to the influenza-pneumonia epidemic.

Cooper, Ill.—The Farmers Elevator Co. has completed a brick veneer office of three rooms with basement and heated by furnace. The old office was moved down near the stockyards, scales were installed and the building is used for handling cattle.

Oswego, Ill.—Oswego Farmers Grain Co. increased its capital stock from \$15,000 to \$40,000. Since its organization in June, 1915, the company has added to the grain business, lumber, coal, flour, feed, fencing, twine, etc., and has built a new 600-ton coal elevator, costing \$8,000 and an addition to the office costing \$400.

Bloomington, Ill.—L. E. Slick & Co. have been adjudged bankrupt by a special master of the federal court, and insolvent to the amount of about \$20,000. A meeting of creditors will be held soon to elect a trustee to sell the property and distribute the proceeds which it is expected by Mr. Slick can be made to pay 100 cents on the dollar.

Seaton, Ill.—The Seaton Farmers Grain & Supply Co., a corporation recently organized in this community, purchased the elevator and grain business of the Inland Grain Co. which was operated as the Seaton Grain Co. The company also pur-

chased the coal and ice business together with the real estate and buildings of Greer & Vance.

Mazon, Ill.—We are repairing our elevator at Gorman station, covering it with galvanized iron, building a new driveway, raising the elevator head and building three additional bins. At Booth, we are making the same class of repairs.—Mazon Farmers Elevator Co.

Spires, Ill.—I find the Spires Elevator Co. of which I have recently become mgr., in a very prosperous condition. The company has invested in \$1000 worth of War Savings Stamps and \$5000 worth of Liberty Bonds from surplus.—C. A. Cole, formerly of Atkinson.

Tuscola, Ill.—A Christmas wedding was solemnized in the private office of the Hitch-Rose Grain Co. at 11:30 a. m. when Miss Agnes Gharst of Claremont and Albert R. Brown of Pierson were married. Rev. I. M. Hoel of this city performed the ceremony which was witnessed by the groom's brother, Frank Brown, and Miss Nellie Doyle, as well as all the members of the firm and the employees.

Illinois will receive \$9,000,000 of the \$300,000,000 of United States funds to be expended on the public roads in several states next year, according to the estimates of the rural engineering bureau of the Department of Agriculture, just issued. Half of this amount will be spent for labor. The estimates are based on a knowledge of the needs in the various states and the amounts of road work done there in the past.

Mattoon, Ill.—Edward Morris of the Morris & Stone Co., was indicted by the federal grand jury following confession of James Thomas who stated that he was paid by Morris to burn the J. B. Tabor elevator at Allenville and one at Gays. Morris was indicted twice, once for each fire, both bonds fixed at \$5,000. Mr. Morris was also served with papers making him defendant in a damage suit for \$35,000, by Mr. Tabor. Mr. Morris formerly operated the Allenville elevator, which was burned.

Engineers are surveying thruout the state for the good roads construction, gathering information as to topography, cost of improving different routes and the service they will render to the state. This concluded, the department of public works and buildings will decide which roads are to be improved. Before decision is made, a date will be set on which all persons may be heard regarding this project. There are 4,800 miles of road to be investigated.

CHICAGO NOTES.

Henry Rang & Co., capital stock increased from \$100,000 to \$200,000.

G. H. Thayer & Co. sold No. 1 red wheat Dec. 30 at \$2.42 or 16 cents over basic price. This is the highest premium so far reached.

The Board of Trade adjourned at 11:30 a. m., Jan. 8, for the remainder of the day as a mark of respect for the late ex-president, Theodore Roosevelt.

Harry B. Kempner, a broker, whose case was decided against him by the arbitration committee of the Board of Trade, has been suspended indefinitely for debt.

Miss Mary Olson, for 30 years stenographer for William H. Bartlett, Sr., of the Bartlett-Frazier Co., received a legacy of \$2,000 at the death of her employer.

John E. McKee, sec'y of the Lynch & McKee Co., and member of the Board of Trade, died Dec. 26. Mr. McKee was born in Canada and had been a member of the Board of Trade for 22 years.

George J. Ohlenroth engaged in the brokerage business on his own account Jan. 2. He was formerly with Perry Price & Co. and E. M. Hoyne & Co. and has had several years experience in the pits.

Board of Trade memberships during 1918 sold for \$3,075 the lowest in January, and \$6,500 the highest in November. In 1917 the highest was \$7,000 and the lowest \$4,000. The highest on record was in

1916, for \$7,600 and the lowest was \$3,350 in 1914 they were \$2,000 and \$2,600.

The object for which the moment of prayer was inaugurated having been accomplished, it was resolved at the meeting of the directory of the Chicago Board of Trade held Dec. 27, to discontinue the observance of this ceremony on and after Jan. 1.—John R. Mauff, sec'y of the Board of Trade.

Owing to influenza and induction into military service the staff of the state grain inspection department has been greatly depleted so that the tabulation and classifying of the arrivals after inspection has been retarded. Those who have been absent are returning and work is steadily catching up.

The Board of Trade played the role of Santa Claus for Jackies and soldiers and their lady friends, Dec. 21, when many of them gathered around a Christmas tree in the old wheat pit for a feast of ice cream and cake and a fest of frolic. Every Jackie and soldier and lady received a Christmas gift from the gorgeously lighted and gift-burdened tree. A dance in the visitors' room completed the program.

James M. Grannin, cashier for the J. Rosenbaum Grain Co., is charged with having embezzled several thousand dollars and lost it in a vain attempt to profit by speculation in the stock market, after having first lost his own money. He has confessed, but the company is disposed to be lenient with him, as he started with them at the age of 16 as office boy and by 17 years of hard work had become head cashier.

Further evidence of the loyalty of A. Stamford White, former pres. of the Board of Trade, to the cause espoused by the United States in the European war was disclosed in an inventory of his estate filed in the probate court. Among his property is listed \$162,900 worth of Liberty Bonds, having purchased \$61,000 on the first issue, \$57,000 on the second, \$26,000 on the third and \$25,000 on the fourth. He also had \$723.84 worth of war savings stamps, at market value.

Successful candidates in the annual election of the Board of Trade Jan. 6 were, L. F. Gates, pres.; Chas. H. Sullivan, vice pres.; L. C. Brosseau, John J. Bagley, James W. McCulloch, Jos. F. Lamy, and Wm. H. Lake, directors; Fred L. Bascom, N. C. Brogan, Louis T. Sayre, Jones E. Henry, Harry S. Klein, and W. R. Page, com'ite of arbitration; J. G. McCarthy, E. M. Combs, C. Walter K. Hvale, Ross H. Kidston, and Harold C. Gifford, com'ite of appeals.

George S. Bridge who retired Dec. 31 as chief of the Forage Branch of the Quartermaster Corps, was host at a dinner party given by the Union League Club and a theater party to witness "The Crowded Hour." Messages of congratulation on the exceptional work of the Forage Branch were received from Washington and read at the dinner. Mr. Bridge paid a tribute to his aides in their cooperation in the great work. A silver loving cup was presented to Mr. Bridge by the officers and civilians who had been his associates.

Geo. T. Winsor, of Riordon, Winsor & Co., died Dec. 31, aged 60 years. He was born near Morris, Ill. and until about 20 years ago, lived in Morris where he was in the merchandising business. When he first came to Chicago, he was identified with Geo. H. Phillips, who at that time bore the title of "the corn king." Later he had joint accounts with other firms, until March of last year when he became a member of the firm of Riordon, Winsor & Co. He is survived by his widow. Burial was at his old home at Morris, New Year's Day.

Board of Trade clearings for the year 1918 amounted to \$85,504,466; 187,582 cars of grain were inspected; 370,218,000 bus. of grain and flour was received and 212,827,000 bus. grain and flour shipped out; compared with clearings of \$193,925,645; 132,730 cars grain inspected; 298,955,000

bus. of grain and flour as grain received; and 209,241,000 bus. of grain and flour in its grain equivalent shipped during 1917. The amount of wheat shipped from Chicago by water during 1918 was 39,706,745 bus., corn 3,036,525 bus., oats 30,775,312 bus., and rye 1,398,700.

INDIANA

Lebanon, Ind.—Samuel J. Jenkins, of Jenkins & Cohee, died Dec. 21.

Russellville, Ind.—We are planning to remodel and do a combined feed and grain business.—Hargrave Bros.

Roswell, Ind.—The Farmers Grain Co. has built a 40,000-bu. elvtr. Miller-Holbrook Engineering Co. did the work.

Frankfort, Ind.—The Vandalla Grain & Coal Co., has installed a corn grinding mill made by the American Machinery Co.

Hyatt, Ind.—Elmer F. Keith has built a 20,000-bu. elvtr. and installed a gas engine. The work was done by Fred Childers.

Dunreith, Ind.—Charles W. Mouch of Newcastle has bot the elvtr. of W. R. Lines. It is a 20,000-bu. elvtr. James Myler is mgr.

Carlisle, Ind.—White & Welch have erected a 10,000-bu. two stands of elvtrs. with cleaner and corn mill complete, oil engine. Fred Childers did the work.

Fountaintown, Ind.—The W. J. Hungate Wholesale Co. which bot our elvtr. will take charge March 1. The company is said to have 125 stockholders.—W. D. Springer.

Lawrenceburg, Ind.—R. E. Sopher will become superintendent of the new mill of 2,500 bbls. capacity, which was constructed by the Stratton-Ladish Milling Co. at Milwaukee.

Carlisle, Ind.—Harry D. White, owner of the Star Roller Mills, has recently built an elvtr. adjoining his mill, with a capacity of 8,000 bus. of wheat and 1,500 bus. of corn.

La Otto, Ind.—For J. Keller & Co. the Reliance Const. Co. erected a wood elvtr. with galvanized iron sidings and roofing, gasoline power, Western Sheller and Cleaner, with a capacity of 20,000 bus.

Berne, Ind.—The Farmers Equity Union was organized with the following officers and directors: Dan Baumgarten, pres.; Frank Johnson, vice-pres.; A. A. Yordy, sec'y., and Dennis Striker and Will Smith, board of directors.

Indianapolis, Ind.—The annual meeting of the Indiana Grain Dealers Ass'n will be held at the Board of Trade, Jan. 21 and 22, opening at 1:30 p. m. of the 21st. The midwinter meeting of the Indiana Millers Ass'n will be held at the Board of Trade Jan. 17, opening at 10:30 a. m.

Scottsburg, Ind.—I am mgr. of what was formerly the Crescent Milling Co. but is now owned by the Blish Milling Co., of Seymour, and is now known as the Crescent Mills. We contemplate erecting next spring, a new corn crib equipped with corn handling machinery.—C. C. Wells.

Andrews, Ind.—The Andrews Farmers Mutual Equitable Ass'n was formed with a membership of 40. The board of directors consists of J. A. Ross, William Sharp, Charles Fults, Adam Schenkel and Guy Sharp. One of the first plans of the organization is to hold a public meeting to discuss building an elvtr.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n is interested in the passage of two bills in the Indiana General Assembly. One bill provides for the appointment of weighmasters by the state commissioner of weights and measures for the testing of scales. The other bill provides for leases by railroad companies of right of way for industries such as grain elevators subject to the terms, conditions and rentals to be fixed by the service commission. Section 3 of this bill provides that either party to an existing lease may appeal to the public service commission for revocation or modification thereof.

IOWA

Tennant, Ia.—A Farmers Grain Co. is being organized.

Thornton, Ia.—Fred Christensen has taken over the Hynes Elvtr.

Cedar Rapids, Ia.—The Farmers Grain Dealers Ass'n will hold its convention here Jan. 21-23.

Corning, Ia.—Joe Curry took possession Jan. 1 of the elvtr. which he purchased from Joe Drennan.

Lost Nation, Ia.—After his honorable discharge from the army, Paul E. Phelps will join his father in the grain business.

Luverne, Ia.—The Armour Grain Co. is building a 30,000-bu. elvtr. It is of frame construction covered with galvanized iron.

Des Moines, Ia.—Chamber of Commerce held a meeting Jan. 3 to discuss plans for the proposed grain exchange and a public elvtr.

Davenport, Ia.—The Purity Oats Co. has constructed a 50,000-bu. concrete elvtr. It was built by the Burrell Engineering Constr. Co.

Lavinia, Ia.—A 22,000-bu. wood elvtr. has been built by the Armour Grain Co. The contract was let to the Burrell Engineering & Constr. Co.

Racine, Ia.—The Racine Farmers Co-operative Elvtr. Co., will open a butter, egg and small mercantile business in a store building recently bot by the company.

Carpenter, Ia.—The Farmers Grain & Elvtr. Co. is out of business. The elvtr. is idle. The Hunting Elvtr. Co. is the only one in operation at present.—W. L. Albrecht.

Cornell, Ia.—The Farmers Elvtr. Co. has installed a new lumber shed 56x82, and office, 20x36, and have installed a 5-bu. Richardson Automatic Scale and a loading spout.

Breda, Ia.—Charles Dozler and Joe Loeltz of Templeton have bot and taken possession of Frank Brinker's elvtr. Mr. Loeltz will be the mgr. and will move to this city.

Onawa, Ia.—We are rebuilding our elvtr. which was destroyed by fire Sept. 12. Our new plant will be ready for occupation about Jan. 4. Our new house will have a capacity of about 35,000 bus., two dumps, corn sheller, electric power.—Harper & Murphy.

Bremer, Ia.—The Farmers Co-operative Elvtr. Co. has opened business at the A. Jahnke elvtr. purchased some time ago. The company is incorporated for \$12,000. incorporators, A. C. Epley, pres., F. A. Bortz, sec'y-treas. No mgr. has yet been appointed.

Waverly, Ia.—The Farmers Exchange incorporated; capital stock \$30,000. Incorporators Sam Whitney, W. H. Miller, Louis Anhalt, Louis Brandt, John Briner, William Wendt and Ray Byram. The company, which opened business Jan. 1, handles grain, live stock and farm produce.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Keokuk, Ia.—The Purity Oats Co. built a concrete elvtr., installed motor power and has a capacity of 100,000 bus. It was constructed by the Burrell Engineering & Constr. Co.

Spencer, Ia.—A. J. Wilson, mgr. of the Wilson Grain Co., will be assisted by his son, Howard Wilson, of Ronan, Mont., where he was engaged in the coal, lumber and grain business.

New Hartford, Ia.—I have sold my interest in the firm of Van Deest & Son to L. E. Heisler, who will take possession March 1. I hope to be Iowa representative of some grain commission firm.—H. H. Van Deest.

Des Moines, Ia.—Iowa Farmers Union Exchange incorporated; \$200,000; capital stock; officers, E. C. Wilson, Morning Sun, pres., T. A. Hougas, Macedonia, vice-pres., R. G. MacDowell, Columbus Junction, sec'y and treas.; directors: George Baker, Turin; J. R. Hammond, Wapello; Ralph Green, Clearfield; A. A. Crim, Estherville, L. A. Schmidt, Riverside, L. Antrim, Mount Pleasant, J. F. Garber, Weldon.

SIOUX CITY LETTER.

Work on the elvtr. of the Mariner Terminal Elvtr. Co. will be begun by the Younglove Const. Co. as soon as materials arrive.

Sioux City, Ia.—The Western Terminal Elvtr. Co., incorporated; \$2,000,000; board of directors: M. King, W. L. Montgomery, T. F. Harrington, John J. Large, O. J. Moore and M. L. Finn.

The following are the new officers of the Board of Trade elected recently: J. A. Tiedmann, pres., J. J. Mullaney, vice-pres., M. King, treas., J. C. Mullaney, sec'y, and Paul Larson, chief grain inspector and weighmaster.

J. C. Mullaney has resigned the secretaryship of the Terminal Grain Corporation. His duties as sec'y of the Board of Trade and his personal business occupied his full time. No successor has yet been named.

F. O. Simonson deputy market Commissioner of South Dakota conferred with grain men recently concerning terminal elvtr. questions and to obtain information as to the rates and facilities of this city, in order to compile information for the next legislative assembly. The market department assumes that because of the authorization of a terminal elvtr. that subject will be discussed. The com'te appointed by governor Norbeck to investigate the advisability of such an elvtr. will make a report at the assembly.

The Terminal Grain Corporation makes public the names of 50 incorporators. They are: T. A. Black, pres., H. J. Hutton, George C. Call, W. J. Hayward, Mr. Black, W. P. Manley, Ben Davidson, Dave Davidson, L. W. Mallory, E. A. Fields, J. A. Magoun, E. A. Burgess, Kass Bros., Ben Salinger, Jno. C. Kelly, F. M. Pelletier, E. M. Corbett, J. A. Todd, M. L. Flinn, William Slaughter, A. L. Galinsky, E. J. Wallen, F. A. McCormack, T. S. Martin & Co., N. T. Hanson, C. L. Joy, A. J. McLaughlin, John B. Tripp, John J. Large, J. L. Kennedy, James F. Toy, Charles C. Flanley, Carl E. Conn, H. M. Baine, R. J. Andrews, J. J. Mullaney, P. H. Pilchard, Ross G. Taylor, Miller & Galinsky, J. L. Levitt, W. F. Grandy, G. A. Waitt, H. D. Brown, Caryl E. Farley, J. Milligan, W. S. Gilman, O. C. Anderson, John Mossman, P. J. McManus, W. N. Ford and Lucia W. Stone.

KANSAS

Niles, Kan.—Some improvements will be made in our plant this winter.—Murphy Elvtr. Co.

Sublette, Kan.—The Sublette Grain Co., chartered; capital stock, \$10,000, by M. K. Krider, G. E. Murphy, and N. T. Yount.

Sterling, Kan.—The Walnut Creek Milling Co. formerly rented the elvtr. now owned by the Sterling Milling Co.—C. A. C.

Saxman, Kan.—The Leonard Mill & Elvtr. Co. started operation of elvtr. about six weeks ago.—The Buhler Mill & Elvtr. Co.

Turon, Kan.—A. E. Dickhut formerly with the Farmers Co-operative Co. has accepted a position with the John R. Mills Co.—E. G. Walker.

Liberal, Kan.—J. R. Bolin expects to rebuild his elvtr. this spring on the site where the old Bolin Hall Grain Co. elvtr. burned down a few years ago.

Buhler, Kan.—The 60,000-bu. concrete storage tank, which was constructed by the Burrell Engineering Co. for us has been completed.—Buhler Mill & Elvtr. Co.

Wichita, Kan.—Henry Lassen, pres. of the Kansas Milling Co., died Jan. 3. Mr. Lassen was associated with C. M. Jackman and was active in elvtr. interests here.

Topeka, Kan.—The Derby Grain Co. filed suit against the Farmers Co-operative Grain & Supply Co. of Narka for \$1,167.74 because several shipments of corn were not up to grade when received.

Topeka, Kan.—The Forbes Milling Co. and the Kaw Milling Co. are now combined into one firm. J. B. Nicholson will become mgr. of the mills of both companies and A. Boyce Forbes will be sec'y of the Forbes Milling Co. as heretofore.

Kipp, Kan.—We are building a warehouse 16x40 with basement and will handle feed and potatoes. The firm gave me \$100 for Christmas and a raise of \$25 a month for the next year.—R. E. Terry, mgr. Farmers Co-operative Grain & Mercantile Co.

Piqua, Kan.—We will start construction on the new Piqua elvtr. as soon as we get lumber. It will have a capacity of 10,000 bus., will be 24 ft. square, 30 ft. high, seven bins, gravity feed, pit 12 ft. square, engine room 10x14 and will use oil engine.—Otto Loink.

Salina, Kan.—Bruce F. Young, treas. of the Consolidated Flour Mills Co., has succeeded C. M. Brown who resigned from the position as sales mgr. J. W. Karr from the Winfield plant of the company has been transferred to the general offices, as assistant sales mgr.

Willis, Kan.—The Willis Farmers Union Co-operative Ass'n, a consolidation of three Farmers Union locals, has completed an elvtr. of 12,000 bus. capacity, equipped the building with Fairbanks Wagon and Automatic Scales, F. M. Oil Engine and Beall Cleaner. A store room adjoins where surplus flour, feed and salt will be handled. The company is incorporated for \$20,000. Coal will be one of the products handled.

Kansas City, Kan.—George B. Ross, chief of the Kansas Grain Inspection Department, has authorized a reduction of 30 per cent in fees, due to the surplus earnings amounting to \$40,000. The law provides that such reduction shall be made when that figure is reached and that fees shall advance when holdings fall to \$25,000. The general inspection fee will also fall from 60 to 45 cents a car. Reinspections will be 45 cents except where there is no change, when there will be no charge.

KENTUCKY

Henderson, Ky.—We are not building an addition to our plant.—A. Waller & Co.

Lebanon, Ky.—The Modern Mill & Elvtr. Co. has been dissolved.—E. N. Hundley, pres.

MARYLAND

Germantown, Md.—We know of no elvtrs. to be built in this vicinity. The Bowman Bros. sold their mill to the Liberty Milling Co.—D.

Breathedsville, Md.—The Monsrado Mills, which I operate have been enlarged. I have added a 60-bbl. Midget Mill and all new cleaning machinery. There is no other mill here.—C. E. Rautzahn.

Germantown, Md.—The officers of the Liberty Milling Co., which purchased the flour mill and elvtr. of Bowman Bros., are: Stanley P. F. Kline, pres.; William C. Geeting, vice-pres.; Augustus R. Selby, sec'y, treas. and mgr.

Baltimore, Md.—Five new directors of the Baltimore Chamber of Commerce on the "regular" ticket will be voted for next month. They are: A. W. Mears, Walter F. Macneal, Edward F. Shell, Jr., W. LeRoy Snyder, and Charles W. Wells.

Baltimore, Md.—John C. Gimpel has accepted an appointment as chief grain inspector at Newport News. Mr. Gimpel was connected with the grain inspection department of the Chamber of Commerce as a licensed grain inspector, for many years.

MICHIGAN

Falmouth, Mich.—I am mgr. for the Falmouth Produce Co.—John G. Schepers.

Detroit, Mich.—C. A. Johnson has been elected a member of the Board of Trade. Mr. Johnson represents E. W. Wagner & Co.

Bessemer, Mich.—The Farmers Milling & Elvtr. Co., incorporated; capital stock, \$5,000; incorporators, John Nylund, Henry Kleemia, Neate Erickson.

Carland, Mich.—The officers of the Carland Co-operative Elvtr. Co., were illegally elected and a new election has been called. The dissension was caused by the failure of the new officers to buy the Croel Elvtr. Instead, they commenced a new elvtr. which was to cost \$15,000, having only \$5,000 on hand.

Detroit, Mich.—The mid-winter meeting and readjustment convention of the Michigan Hay & Grain Ass'n will be held at the Hotel Cadillac, Detroit, Jan. 16, a one-day session. The suddenness of this call is due to trade conditions and a desire immediately to have a thorough understanding on the part of the trade of what they will be expected to meet.—J. C. Graham, sec'y.

MINNESOTA

Duluth, Minn.—The Duluth Board of Trade will hold its election Jan. 21.

Benson, Minn.—Geo. W. Welsh has bot the elvtr. leased by John A. Larson.

Houston, Minn.—Mr. Wadell, formerly of Delavan, has succeeded M. G. Wilby as buyer for the Farmers Elvtr. Ass'n.

Cambridge, Minn.—Ole Ericson of St. Paul succeeds H. B. Hilton as mgr. of the Cambridge Milling Co.

Duluth, Minn.—The membership of W. H. Dunwoody in the Board of Trade has been transferred.

Darwin, Minn.—An addition is being built to the feed mill of the Farmers Elvtr. Co.

Beaver Creek, Minn.—William Rathjen has purchased and taken possession of the St. John Grain Co.'s elvtr.

Red Wing, Minn.—The Fleischmann Malting Co. has bot the Red Wing Malting Co.'s plant and country elvtrs. for \$125,000.

Dalton, Minn.—A deficit of \$14,000 was found on the books of the Dalton Grain & Elvtr. Co. by expert accountants who made a report to stockholders.

St. Paul, Minn.—P. J. Hevener, who was pres. of the St. Paul Milling Co. and of Jameson, Hevener & Co., operating a line of elvtrs. is dead.

Duluth, Minn.—Alexander Guthrie, pioneer grain merchant died Jan. 2. Mr. Guthrie was born in Scotland, was a member of the Board of Trade, and Duluth representative of the Jackson Bros. Grain Co. of Chicago.

St. Paul, Minn.—The North Dakota Railroad Commissioners have demanded the removal of the present members of the state board of grain appeals at Duluth because of alleged opposition of the Duluth board to the move toward modification of the federal wheat grades.

Iona, Minn.—The Iona Farmers Elvtr. Co. bot the Bennett Grain Co.'s elvtr. The Iona Farmers Elvtr. Co. now has a capacity of 60,000 bus.

Ivanhoe, Minn.—The Ivanhoe Milling Co. lost \$30,000, 1,100 bus. of wheat, a carload of screenings and several carloads of flour when the plant burned down Dec. 30. The fire extended to other big industries of the town.

Hendrum, Minn.—The Co-operative Grain Co. which bot the Imperial Elvtr. Co.'s house and is separate from our company has just completed repairs on the foundation and thruout the plant.—Hendrum Co-operative Elvtr. Co.

MINNEAPOLIS LETTER.

Louis N. Ritten, grain commission merchant, is a candidate for pres. of the city council.

Harry A. Murphy, who was discharged from the army, will resume his duties with the McCaull-Dinsmore Co.

Cars will be sampled the day of arrival and grades furnished the commission houses the following day under the new arrangement.

Membership in the Chamber of Commerce has been transferred from W. L. Martin to Hans Sorenson. A request for transfer of membership from Jacob Kunz to Perry F. Brown has been posted.

A request for transfer of membership in the Chamber of Commerce Ass'n from George C. Christian to Henry J. Nicolin has been posted. Paul D. Sulkey's membership has been transferred to A. Huttner and Jacob Kunz' to Perry Brown.

The War Labor Board heard the complaints of the employees of 10 Minneapolis elvtr. companies last week. Shovel holders ask an increase from 50 to 55 cents an hour. Flour mill workers' cases were deferred because of adjournment for Christmas.

The following members were among those who attended the annual banquet of the Minneapolis Grain Solicitors Ass'n, held at the National Hotel, Dec. 28: G. D. Allen, P. N. Haag, Bob Hanna, H. Nicolin, A. Hillier, George Barber, Charles Roe, Bert D. Messerman, Frank Kelly, Gene Hawkins, Peter Greenfield, P. E. Olson, Cliff Sawyer, Frank Metcalf, Gene Stratton, D. R. Wagner, J. Jackson, P. Larson and George Sanborn.

The directors of the Chamber of Commerce at a meeting held Dec. 27 adopted the following resolution. Whereas, there are no through all-rail rates on grain from Minneapolis to points East, except those based on proportional of rates from points beyond Minneapolis; and whereas, in order to secure such proportional through rates, it is necessary to furnish the expense bills of the freight from the originating points to Minneapolis; and it has been the custom and the understanding of the trade for some years that the inbound expense bills should be furnished to the buyer, therefore, be it resolved, that in the opinion of the Board of Directors of the Chamber of Commerce of Minneapolis, it is the duty of the seller to, in all cases, furnish to the buyer paid inbound expense bills for all cars sold and that said expense bills must be those covering the identical cars sold.

MISSOURI

Garden City, Mo.—A new farmers elvtr. is now under way.

Cowgill, Mo.—O. McNew expects to install storage tanks.

Smithville, Mo.—A new dump will be installed in my elvtr.—W. L. Vance.

Kirksville, Mo.—No elvtr. was moved from Gibbs to this place, as was reported.

Carrollton, Mo.—J. J. Wiggins will start about Mar. 1 to rebuild the elvtr. which was burned last summer. It will be a 14,000-bu. elvtr.

Oran, Mo.—Since the Oran Grain Co. has discontinued business, the Scott County Milling Co. is the only elvtr. in operation. It has a capacity of 325,000 bus.—X.

Gibbs, Mo.—We have no elvtr. or grain dealer at this place.—O. B. McKenzie, agt.

Sikeston, Mo.—Insurance covered entirely the fire loss of the Sikes McMullin Grain Co.

Odessa, Mo.—We are going to build a modern elvtr. of about 10,000 bus. capacity.—Van Meter & Co.

Dalton, Mo.—The Farmers Elvtr. Co. is now successor to the Dalton Grain Co.—Charles W. Steiman, sec'y.

Olean, Mo.—A small dynamo for lighting purposes is now being installed in the mill of A. G. Gattermeier.

Sheldon, Mo.—I expect to build and remodel a grain elvtr. and will need quite a few repairs and supplies.—H. B. Gordon.

Union, Mo.—The Farmers Warehouse Ass'n has bot the elvtr. at North Union from A. Fink, and will take charge in March.

Sedalia, Mo.—A \$50,000,000 state bond issue for the improvement of public roads in Missouri is a project which the good roads com'te of the Federation of Missouri Commercial clubs will urge upon the coming legislature for consideration.

Jefferson City, Mo.—James T. Bradshaw of Kansas City, state warehouse commissioner, filed mandamus proceedings in the supreme court Dec. 21, to compel State Auditor Hackmann to allow three accounts for expenses in the discharge of his official duties, aggregating \$324.44. The expenses were incurred between Jan. 1 and Nov. 1, 1918. One item was for \$157.40 for a trip to Washington. Another was for \$65.44 for a trip to Minneapolis. A third item was for traveling expenses between various points in Missouri. The auditor contends that he would not be warranted in drawing warrants for these accounts and he will ask the court to appoint a commission to take testimony.

KANSAS CITY LETTER.

The Claiborne Commission Co., has been incorporated and is now doing a general grain commission business.

Charles W. Avery has succeeded L. A. Fuller, in the receiving and sales departments of the Thresher Fuller Grain Co.

An increase to 75c per 5,000 bus. and 25 cents on 1,000 bus. has been placed on commission rates of trading between Board of Trade members.

The Wm. G. Dilts, Jr. & Co., was changed to the Dilts & Morgan Co. Jan. 1. There was no change in personnel or policy.—Wm. G. Dilts, Jr.

Captain H. A. Fowler who was recently honorably discharged from the U. S. Signal Corps, will return to his place as floor salesman of the H. T. Fowler Commission Co.

Kansas City, Mo.—The plant of the Atlas Cereal Co. will soon be completed. It is being constructed by the Burrell Engineering Constr. Co., and is costing \$200,000.

E. D. Lappin has opened a grain brokerage business known as the Midwest Brokerage Co. Mr. Lappin was formerly traveling representative for grain firms here and later commercial agt. for the Seaboard Air Line.

Nominees for directorship of the Grain Clearing Co. of the Board of Trade are: E. O. Bragg, Stanley Christopher, W. C. Goffe, F. C. Hoose, C. W. Lonsdale and C. W. Lawless. Two will serve two years and one one year.

The Croysdale Grain Co., whose warehouse was destroyed by fire at a loss of \$40,000 on Dec. 15, has leased a storage building which was formerly occupied by the Midland Poultry Feed Co. The company expects to erect a modern building on the old site.

Mr. and Mrs. Wyman Nelson celebrated their golden wedding anniversary Dec. 31. Mr. Nelson is pres. of the Nelson Grain Co. Among the guests present were 22 children and grandchildren. Mr. and Mrs. Nelson received two gold napkin rings from the Board of Trade, of which Mr. Nelson is a member.

The Nellis-Witter Grain Co. will take the place of the Kemper Mill & Elvtr. Co., with L. P. Nellis, who was vice-pres. of the old company, as pres. of the new one; and E. A. Witter, who was treas. of the old company, as sec'y. and treas. of the new. W. T. Kemper who was pres. of the old company, disposed of his membership to the Board of Trade several years ago.

I have disposed of my interest in, and have discontinued my business connection with the Thresher Fuller Grain Co., and am devoting my full time to the Fuller Grain Co., whose organization I have just completed. Associated with me in business will be four former members of the Thresher Fuller Grain Co., W. W. Fuller, E. L. Love, H. G. Miller and W. S. Gabel.—L. A. Fuller, pres.

Guy A. Moore was elected Jan. 8 to head the Kansas City Board of Trade this year, succeeding O. A. Severance. Mr. Moore is vice president and treasurer of the Moore-Lawless Grain Company and is the youngest president elected by the Exchange. Fred C. Vincent, who automatically becomes first vice president, is with the Red Cross in France. B. L. Hargis was elected second vice-president. The following directors were chosen: D. C. Bishop, C. K. Davis, L. A. Fuller, F. P. Logan, R. T. Morrison and H. B. Ragan. The vote for president was G. A. Moore 105, C. A. Dayton 52.

Beginning Jan. 1, the following charges were assessed by the Kansas Grain and Hay Inspection and Weighing Department: All inspections 45c car; reinspections 45c car unless grade is changed—in such event no charge; on direct transfers, and in or out inspection with but one charge of 45c with additional charge of 15c for moisture test; inspection sacked grain, 45c per car and additional charge of 40c per hour for time; moisture tests 15c; extra samples, 25c; weighing grain out of public elvtr. 25c car; out of private industries 40c; weighing grain in mills and elvtrs. 40c; weighing all commodities at industries where fee does not pay for service 40c a car and added charge of 40c per hour; weighing direct transfers 40c car. This is a reduction of 30 per cent in charges.

ST. JOSEPH LETTER.

The market reports com'te is receiving praise, for the new Daily Market Bulletin.

J. D. McKee, of the McKee-Lindley & Dunn Grain Co., announced the birth of a son, Dec. 14.

J. E. Flynn, who returned after a trip in Iowa of six weeks, states that business is poor.

T. J. Slattery, sec'y. of the Geiger Grain Co., who fell on the trading floor and broke his arm, has returned to business.

The Aunt Jimima Mills Co., increased capital stock from \$2,000,000 to \$10,000,000. George A. Aylsworth of Kansas City, has been elected vice-pres.

R. C. Powelson, representative of the Holdridge Grain Co., was elected to membership of the Grain Exchange. Ira Updike has resigned from the Holdridge Grain Co.

The first sale on the floor for the new year was made by the Geiger Grain Co., to Marshall-Hall Grain Co., and shipped by J. A. Mayer, from Shubert. The sale was a car of new No. 3 white corn, 17 per cent moisture, for \$1.54.

The new blackboard, recently built across the south end of the trading floor, is now in daily use. Our Exchange was badly handicapped by lack of space for reporting our daily sales, and the new board fills a long felt want. Members are now speculating on how long it will be until we are forced to move the south wall back and increase our floor space a third more.

ST. LOUIS LETTER.

The annual dues of the Merchants Exchange have been fixed by the directors at \$100 and the membership fee raised from \$100 to \$150.

The Dannen-Feidler Grain Co. which opened recently has discontinued business in this market for the present.

The J. H. Teasdale Commission Co. has been notified that the smokestack on its Central B. elvtr. is a public danger. The stack which is 166 ft. high and 4½ ft. out of plumb will be jacked up and a new foundation will be built under it.

Mrs. Ruth Cheney, daughter of P. W. Harsh, head of the terminal elvtr., was killed instantly when the automobile in which she was riding with her husband overturned. Mrs. Cheney was a sister of George Harsh, of the George Harsh Grain Co., and a niece of Alex Harsh, pres. of the Elmore-Schultz Grain Co.

John L. Wright has been appointed assistant vice-pres. of the U. S. Food Administration Grain Corporation, to succeed Bert S. Lang, who is now second vice-pres., succeeding Edward Flesh. Mr. Flesh has been appointed to the London office of the Food Administration to take charge of the distribution of all food commodities to Europe. He was given a reception by members of the 'change and was presented with a set of platinum cuff buttons, studs and watch guard to match. Mrs. Flesh will accompany Mr. Flesh to London.

The newly elected officers and directors of the Merchants Exchange who were elected Jan. 8, and who will be installed at a meeting Jan. 14, are: E. C. Andrews, pres.; Charles L. Niemeier, first vice-pres.; F. B. Chamberlain, second vice-pres. Directors for two years: John C. Ballard, W. J. Edwards, A. C. Robinson, J. H. Watson and Mason H. Hawpe. Com'te of Appeals: Edward H. Hunter, S. A. Whitehead, Claude A. Morton, W. J. Niergarth, A. T. Leonhardt, Logan M. Baxter, Thos. Y. Wickham, Aderton Samuel, John H. Herron, Julius W. Cohn, J. L. Frederick and H. F. Ketchum. Com'te of Arbitration: Adolph Corneli, Jos. T. Newell, C. J. Wooldridge, A. F. Eaton, Louis F. Schultz, M. R. Parrott, Charles E. Valier, Jos. E. Dixon, H. A. Von Rump, and John C. Burks.

MONTANA

Billings, Mont.—The McCaull-Dinsmore Grain Co. has moved to the Securities building.

Sweetgrass, Mont.—There are three elvtrs. here. The Emporium Co. is still in existence.—Agt.

Lewistown, Mont.—Our company is now a member of the Minneapolis Chamber of Commerce.—P. F. Brown Co.

Roundup, Mont.—C. L. Jones, formerly with the Rogers Grain Co., of Chicago, is now mgr. of the Farmers Elvtr. Co.

Great Falls, Mont.—Directors of the Great Falls Commercial Club met Dec. 28, to discuss the terminal elvtr. which was authorized at the November election.

NEBRASKA

Benson, Neb.—The Stoltenberg Elvtr. Co. has moved into new offices.

Ragan, Neb.—L. A. King, mgr. of the Farmers Elvtr. Co. died of influenza.

Sedan, Neb.—We will probably install an electric motor in the spring.—E. J. Bohling.

Hay Springs, Neb.—Frank Enrenberg, mgr. for the Nye-Schneider-Fowler Co. is having an attack of influenza.

Minden, Neb.—The Minden Grain Co. expects to install a power shovel and silent chain drive.—J. A. Neam, mgr.

David City, Neb.—We expect to install a car loader and motor.—P. Vanderherden, mgr. Farmers Co-operative Grain Co.

Kinney, Neb.—C. A. Krouse sold his elvtr., grain business and residence, to the Kinney Grain Co., and went to Canada.

Shelby, Neb.—We contemplate installing a car mover, gravity cleaner, manlift, a self contained flour mill and replace some roofing.—G. E. Blevins, mgr. Shelby Grain Co.

Richfield, Neb.—The Farmers Union Elvtr. Co. is installing a new car loader, scales and hopper.—H. O. Hamilton, mgr.

Denton, Neb.—A 10-ton scale to replace the old one which was too small for trucks has been installed in the Denton Farmers Elvtr.

Herman, Neb.—An employee fell from the top of the new Roberts & Rose Co. elvtr. where he was working, and was injured.

Comstock, Neb.—The foundation of the new elvtr. of the Farmers' Grain & L. S. Ass'n is complete, waiting for good weather to continue work.

Humboldt, Neb.—The O. A. Cooper Co. incorporated; incorporators, Minnie Cooper, Guy L. Cooper, Jess A. Harris, O. A. Cooper and G. A. Seabury; capital stock, \$200,000.

Schuyler, Neb.—The new elvtr. of the Farmers Grain & Live Stock Co. is now operating. It is of reinforced concrete, fireproof and has storage capacity of 45,000 bus.

Hoskins, Neb.—Fred. Krantz of Norfolk is now looking after the business of the Farmers Grain & Live Stock Co. while Geo. Kline, mgr. is confined to his home with sickness.

Spencer, Neb.—Nearly all of the stock, amounting to \$15,000, of the Farmers Elvtr. Co. has been pledged. It is expected that the new company will soon be able to start business.

Thayer, Neb.—Sergeant Louis Keller has been discharged from Manhattan, Kan., and has arrived home. Harry Grobe has been mgr. of the Louis C. Keller Lumber & Grain Co. during Mr. Keller's absence.

Monroe, Neb.—Walter Schram was appointed mgr. of the Monroe Farmers Ass'n after my resignation. I had been with this firm since its organization in 1909, and will engage in the grain business elsewhere.—C. O. Hart.

Chappell, Neb.—The new lumber storage buildings being erected by the Farmers Elvtr. Co. are about finished and another warehouse 40x100 ft. has been started. Mr. Hoxworth, mgr., expects to put in a complete line of hardware.

Dunning, Neb.—Farmers Elvtr. Co. of Dunning incorporated; capital stock, \$15,000. The directors of the company are: George H. Ocker, Fred Wegener, John Jochem, Joe Driml, C. E. Schuler, H. C. Cow and W. E. Hawkins.

Shelby, Neb.—The Dawson Grain Co. has transferred me from Edholm to Shelby. F. M. Umshler who was agent at Shelby has resigned. C. J. Dunker of Surprise succeeds me at Shelby.—Sam Allen, agt. Dawson Grain Co.

Bushnell, Neb.—J. G. Nugren, mgr. of the Farmers Union Co-operative Ass'n, has bot interest in the new 50,000-bu. elvtr. and has become its mgr. The Farmers Co-operative Ass'n does not plan to build an elvtr.—Farmers Co-operative Ass'n.

Scribner, Neb.—The Farmers Co-operative Co. had its license permanently revoked by order of the federal food administration of Washington. A 30 days' suspension of license was imposed during August, due to profiteering reported by Mr. Wattles.

Humboldt, Neb.—G. W. Butterfield & Co. have gone out of business and have sold the elvtr. to the C. A. Cooper Co. owners of the mill and elvtr. here. We have made numerous improvements, and have increased the storage warehouse space.—O. A. Cooper Co.

Verdigris, Neb.—We expect to erect a new 25,000-bu. house to replace our plant which burned some time ago, as soon as prices are more reasonable. Labor costs are prohibitive under existing conditions and one had better forego the business for a time rather than pay them.—Walrath & Sherwood Lumber Co.

NEW ENGLAND

Brattleboro, Vt.—E. Crosby & Co. have bot the business of H. L. Baker, Springfield, Vt.

Warren, R. I.—John D. Peck Grain Co., incorporated; capital stock, \$75,000; incorporators, John D. Peck, Herman H. Possner, Warren Kelley and Robert L. Kelley.—S

Providence, R. I.—John D. Peck, incorporated; capital stock, \$100,000, incorporators, John D. Peck, Walter B. Owen, and Robert L. Kelley. Mr. Peck will conduct a milling business and deal in flour and grain.—S

NEW MEXICO

Springer, N. M.—Land has been leased and work on a new elvtr. will be started at once by the Floersheim Mercantile Co.

NEW YORK

Brooklyn, N. Y.—J. W. Gasterger & Son, operators of an elvtr. and warehouse have opened a new commission department.

New York, N. Y.—Ware & Leland of Chicago, have opened a branch office at 140 W. Forty-second st. Charles F. Palmer has been appointed manager. This is an addition to their main office on Broadway.

NORTH DAKOTA

Cathay, N. D.—L. B. Poppleston has moved to Minneapolis.

Sitka, N. D.—W. A. Fensler, mgr. of the Equity Union Exchange elvtr. died recently.

Eastedge, N. D.—A. Peterson, formerly mgr. at Hunter, is now mgr. of the Farmers Elvtr. Co.

Edmore, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. was totally destroyed by fire.

Dawson, N. D.—R. Holland, formerly mgr. of the Monarch Elvtr. Co. at Criska, is now mgr. of the Farmers Elvtr. Co.

Saunders, N. D. (Fargo p. o.)—K. H. Egdahl, mgr. of the Saunders Farmers Elvtr. Co. has erected an additional office.

Walum, N. D.—The Farmers Elvtr. & Mercantile Co. has not leased the elvtr. of the Consolidated Elvtr. Co. as reported.

Minot, N. D.—Two frame elvtrs. of the Minot Flour Mill Co. were destroyed by fire Dec. 28, with a loss of 100,000 bus. of wheat.

Des Lacs, N. D.—I have accepted the position as mgr. of the Des Lacs Farmers Co-operative Elvtr. Co., vacated by Frank Morlan.—A. M. Enney.

Lisbon, N. D.—The Bemmels Milling Co. incorporated; capital stock, \$50,000; incorporators Adolph Bremmel, Rhudy Bremmel and Gustave A. Bremmel.

Mantador, N. D.—Farmers Grain & Seed Co. built an elvtr. costing \$32,000, with a capacity of 50,000 bus., 32 bins and three legs, put up by the T. E. Ibberson Co.

Clyde, N. D.—The Clyde Elvtr. Co. erected a 50,000-bu. elvtr., with 24 bins, three legs and costing approximately \$24,000. It was built by the T. E. Ibberson Co.

Sutton, N. D.—A four roller feed mill is being installed in the elvtr. of A. H. Retzlaff. It will be put in only temporarily until the spring grinding is over, when a concrete elvtr. will be built.

Weaver, N. D.—The St. Anthony & Dakota Elvtr. Co. has rebuilt the elvtr. which burned Sept. 28. C. Cardinal is buyer and Mr. Robertson, superintendent. The Weaver Independent Elvtr. Co. will rebuild in the spring.—S. A. Myrand.

Dunning, N. D.—The approximate loss in the fire of the Equity Elvtr. Dec. 23, is estimated at \$12,000. The company carries \$16,000 insurance. About 12,000 bus. of wheat and rye were destroyed; and about four cars of salvage at \$1,000 a car, are estimated.

OHIO

Lexington, O.—The Lexington Elvtr. & Mill Co. is now successor to the Cockley Milling Co.

Sugar Ridge, O.—The Sugar Ridge Grain Co. contemplates building a 35,000 capacity elvtr. in the spring.

Portsmouth, O.—The Strittmatter Grain & Milling Co. increased its capital stock from \$10,000 to \$50,000.

Toledo, O.—The Ohio Farmers Elvtr. Ass'n will hold its annual convention at the Boody House, Feb. 27 and 28.

Findlay, O.—The Hancock Co-operative Elvtr. & Supply Co. contemplates building a new plant.—P. Fellabaum, mgr. Vanlue Grain & Supply Co.

Greenville, O.—We have sold our plant to Cole, Morgan & Anderson. The new firm's success is certain.—N. W. Wenrick of the Wenrick & Mote Co.

Jenera, O.—Since my retirement from the grain business and the firm of Risser & Good, I have become cashier of the Farmers Bank.—A. H. Good.

Toledo, O.—Charles R. Keilholtz who was honorably discharged from Ft. Benjamin Harrison, will resume his duties as traffic mgr. of Southworth & Co.

La Rue, O.—The C. Bayman Grain Co. has sold out to O. W. Cook of Columbus and J. E. Stayman of St. Paris.—J. E. Stayman, sec'y of St. Paris Grain Co.

Mendon, O.—Bert Clark, who was in charge of the elvtr. of the Gordon, Hauss, Folk, Co. for 10 years, died of influenza Dec. 26, while in Huntington, Ind.

Cincinnati, O.—A. M. Braun of the Grain & Hay Exchange has been nominated as the candidate of the board of directors of the Chamber of Commerce to represent the grain and hay interests.

Defiance, O.—The Farmers Elvtr. Co. has been notified by the state fire marshal to install a sprinkling system or build a new elvtr. It is probable that a new elvtr. will be built.

Columbus, O.—The convention of the good roads congress, composed of the Ohio Good Roads Federation, Ohio Society of Civil Engineers, County Commissioners Ass'n and the Advisory Council will be held here Jan. 14-16.

Toledo, O.—Consolidation of the Western Union and Postal Telegraph offices has not yet taken place on the 'change floor. Dealers say that crowding the Western Union wires with business of both companies would result in delay.

Bryan, O.—The mill and elvtr. of the Christian Milling Co. burned Dec. 18, with 10,000 bus. of wheat. Loss \$60,000 damage. An insurance agent was in the plant collecting part of the insurance premium when the fire broke out.

Cincinnati, O.—A discussion of the merger of the Chamber of Commerce and the Business Men's Club was held at a meeting of a com'te appointed by these two organizations Saturday. No decisions have been reached but it is probable that the Grain & Hay Exchange will return.

Cincinnati, O.—The Grain & Hay Exchange held its annual banquet at the Hotel Sinton Dec. 31. The following are the men who are candidates for the Board of Directors: Robert O. Strong, Lyman Perin, George Keller, Charles B. Hill, Daniel B. Granger, R. S. Fitzgerald, William Fedders, F. D. Edmonds, John H. Dorsel, and John DeMoleet. The election will be held at the annual meeting to be held Jan. 16.

Waverly, O.—After Jan. 1 the Pee Pee Milling Co. will be known as the Strittmatter Grain & Milling Co. Improvements amounting to \$50,000 include a hundred foot elvtr., a new cob house into which the shelled cobs are blown to be burned, and the removal of the large storage house to a more convenient spot. Now all grain of the Strittmatter Grain & Milling Co. of Portsmouth will be shipped to Waverly instead of to Lucasville.

Toledo, O.—Fred. Mayer, senior member of the house of J. F. Zahm & Co., was unanimously elected pres. of the Toledo Produce Exchange. Harry R. DeVore of the H. W. DeVore & Co., first vice-pres., Kent D. Keilholtz of Southworth & Co., treas., and the directors are as follows: Frank I. King, David Anderson, F. C. Paddock, J. W. Young, F. R. Moorman, G. D. Woodman, Jesse Hurlbut, Frank Annin, C. W. Mollett, and Raymond P. Lipe.

OKLAHOMA

Beaver, Okla.—Frank C. Smith is mgr. of the Beaver Equity Exchange.

Meno, Okla.—We expect to install a dump, and dump controller.—L. A. Maphet, mgr. Farmers Elvtr. Co.

Quinlan, Okla.—The Quinlan Farmers Grain & Supply Co. has asked for incorporation and plans building an elvtr.—P. L. Beyer, agt.

Guthrie, Okla.—Mr. Deck, who was mgr. of the Sappington Deck Grain Co. at Oklahoma City, is now associated with the Guthrie Mill & Elvtr. Co.

Oklahoma City, Okla.—The Sappington Deck Grain Co. retired from business some months ago.—J. J. Stinnett, sec'y, Oklahoma City Grain Exchange.

Chickasha, Okla.—The main buildings of the Chickasha Milling Co. have been enlarged, the mill has been doubled in size and new machinery has been installed.

Custer City, Okla.—The elvtr. of T. P. Jordon, constructed by the Godfrey Construction Co., is now completed. It is of tile, has a Fairbanks Morse Type Z engine, Invincible Grain Cleaner, and a capacity of 20,000 bus.

Lambert, (Yewed p. o.), Okla.—I am back with the Farmers Grain & Supply Co. as mgr. I had expected to go to Carmen but have now decided to remain with this community. H. W. Fulkerson, of Lewis, Kan., will be mgr. at Carmen. J. W. Bowles is now mgr. of the Cherokee Mills, succeeding Earl Mott.—E. W. M. Rublin.

OREGON

Pilot Rock, Ore.—Two Hall Special Legs were installed on the elvtr. owned by the Farmers Grain Agency of Pendleton by F. C. Bailey.

Athena, Ore.—Work of installing two Hall Special Legs in the elvtr. operated by the Farmers Grain Exchange of Pendleton has been completed by F. C. Bailey.

PENNSYLVANIA

Pittsburgh, Pa.—Renwick W. Young and A. F. Fischer have formed a partnership known as Young & Fischer located in the Wabash building. The firm will continue to conduct a brokerage and commission business in grain and feed and will represent the same firms which heretofore the partners represented individually.

PHILADELPHIA LETTER.

George E. Paules of E. L. Rogers & Co. died.

Samuel Knighton & Son have made application for membership in the Commercial Exchange.

A com'te was appointed by Louis G. Graff, pres. of the Commercial Exchange, to urge the Philadelphia & Reading Railroad to carry out the plans for building a large grain elvtr. at Port Richmond, which was contemplated before the war.

Penrose A. McClain, Jr., died Dec. 25, after a brief illness. Mr. McClain was the son of the late Penrose McClain, former councilman and internal revenue collector, was in the retail feed and grain business and a member of the Commercial Exchange.

SOUTH DAKOTA

Alcester, S. D.—I am now mgr. for the Farmers Co-operative Ass'n succeeding C. A. Frost.—P. W. Larson.

Sioux Falls, S. D.—Horace Willard, formerly with Bridge & Leonard, is now mgr. of the Merchants Elvtr. Co.

Woonsocket, S. D.—I am now mgr. of the elvtr. of the South Dakota Grain Co. No changes have been made.—J. P. Arend.

Yankton, S. D.—R. Z. Jacob is manager of the Farmers Union Elvtr., which was recently constructed by the Farmers Union Co-operative Ass'n.

Letcher, S. D.—In addition to repairing our old elvtr. we built a new elvtr. last year. It is modernly equipped with electric power.—E. D. Pearce, mgr.

Webster, S. D.—An elvtr. and coal warehouse will be erected by the Webster Equity Elvtr. Co. on the site of the old one. H. F. Nymann is mgr.

Bowdle, S. D.—J. G. Kraft expects to install a car loader, dump controller, distributor, elvtr. leg, manlift, motors, silent chain drive and will paint the elvtr.

Sioux Falls, S. D.—Mr. Paulea will have charge of the option business which will be opened by the Merriam Commission Co. which recently took over the wire of Lamson Bros. & Co.

South Dakota has been authorized by the recent constitutional amendment to erect, manage and control terminal elvtrs. either within or without the state, and to build and operate four mills and packing plants within the state. Highway legislation will also be given much consideration.

SOUTHEAST

Norfolk, Va.—The proposition to build an elvtr. for the port here will be taken up again, says W. A. Cox, sec'y of the Chamber of Commerce.

TENNESSEE

Memphis, Tenn.—A. B. Parker is superintendent of the Union Elvtr. here.

Memphis, Tenn.—I have closed my brokerage business and will be sales mgr. for John Wade & Sons.—E. W. Wyatt.

Martin, Tenn.—A flour and mill elvtr. is under way, being built on the N. C. & St. L. R. R. The acreage in this vicinity has been increased this year. Owners of the new elvtr. are: L. Ford, J. R. Phipps and E. P. Jolley.

Memphis, Tenn.—The following were elected for the ensuing year at the annual election of the Memphis Grain and Hay Ass'n: J. L. Nessly, pres.; E. E. Anderson, vice-pres.; W. J. Franslioli, sec'y-treas., and E. E. Buxton, Lee D. Jones, A. C. Roberts and W. R. Smith-Vaniz, directors. A dinner was held at the Hotel Chisca and this occasion was considered the best ever held. There was music, cabaret and a fund of good humor. L. P. Cook, retiring pres., presided. The program of speakers included T. R. Cain, A. J. Donelson, S. E. Rison, S. M. Bray and E. E. Buxton.

TEXAS

Jericho, Tex.—The elvtr. of the Cozart Grain Co., of Oklahoma City, is under way. The White Star Co. is doing the work.

Farwell, Tex.—An electric motor and two small storage bins for retail trade will be added to the plant of C. R. Holman.

Fort Worth, Tex.—G. C. Henderson, formerly mgr. of the Kemper Mill & Elvtr. Co., is now with the J. Rosenbaum Grain Co. here.

Dallas, Tex.—The E. A. Johnson Co. has taken over the Tom-Fin Grain & Brokerage Co. L. A. Marshall, who was mgr., will remain.—E. A. Johnson.

Waco, Tex.—W. W. Seley, pres. of the Seley-Early Grain Co., died from pneumonia.

Marshall, Tex.—The license of the Fidelity Grain Co. has been revoked by the U. S. Food Administration.

Cuyler, (White Deer p. o.) Tex.—The elvtr. of the Liske Grain Co. of Canadian, Tex., is being erected by the White Star Co.

The Supreme Court of Texas has reversed the decision of the district court of Bell County and granted a new trial to J. C. Crouch, charged with forging the name of a railroad agent to a B/L, on the defense that J. W. Shields, whose name was signed to the B/L, was not the agent of the Gulf, Colorado & Santa Fe, by which company the B/L purported to have been issued. Shields resided at Abernathy, Tex., where the B/L purported to have been issued but the G., C. & S. F. did not run thru the town, and Shields was the agent of a different railroad company. The B/L called for 53,000 lbs. of maize consigned to the order of Tandy Coal Co., Temple, Tex., notify A. B. Crouch Grain Co.

UTAH

Ogden, Utah.—We are just completing the first unit of the elvtr. with a capacity of 750,000 bus. We expect to build a flour mill later with capacity of 2,500 bus.—Globe Grain Milling Co.

WASHINGTON

Benge, Wash.—A 25,000-bu. elvtr. has been added to the warehouse of the Benge Elvtr. Co. It is complete, with automatic scales, weighing into the loading spout, and a cleaner dump scales.

Mt. Vernon, Wash.—The Fisher Bros. Milling Co. is negotiating with the Mt. Venon Milling Co. to purchase the mill and store room of the latter, and if the deal is closed, will build an elvtr.

Bellingham, Wash.—The Ford Grain Co. which was sold to the Fisher Flour Milling Co. of Seattle, is now in the hands of the new proprietors, being overhauled. The grain and feed business will be conducted as heretofore.

Spokane, Wash.—The Spokane County Good Roads Ass'n presented to the resolutions com'te of the Washington State Good Roads Ass'n at Pasco, 13 suggestions for the indorsement of the convention as essential to the road building program of the state. The com'te unanimously adopted 11 of these proposals.

WISCONSIN

Westfield, Wis.—The Westfield Roller Mills are again operating.

Hixton, Wis.—There are two elvtrs. and a produce storage house here, all operated by the Farmers Grain & Mercantile Ass'n. We are the only grain, hay, wool, seed, feed and produce dealers here. Last year the business amounted to \$225,000. H. E. Burton has been sec'y and mgr. ever since the company was organized, in 1908.—Farmers Grain & Mercantile Co.

MILWAUKEE LETTER.

The interest rate on advances for the month of January, 1919, is 7%.

Ph. Orth & Co., incorporated; capital stock, \$100,000, incorporators, Philip Orth, Sr., Philip Orth, Jr., and Martha Orth.

Warren E. Stacks has been elected vice-pres. of the F. S. Lewis & Co. firm, and will have charge of the office at this city.

W. H. Bickel will travel Minnesota and Iowa for the Flanley Grain Co., of which his son, Harry Bickel, is mgr.

The Milwaukee Chamber of Commerce adjourned business at 12:30 Jan. 8 as a mark of respect to ex-president Theodore Roosevelt.

Maynard G. Rankin, Jr., will be married to Miss Jean Inglis of this city. Mr. Rankin is the son of Maynard G. Rankin, pres. of M. G. Rankin & Co.

The Stratton-Ladish Milling Co. has increased its capital stock from \$500,000 to \$750,000. The company is a year old and operates a flour and feed mill, elevator and warehouse plant.

C. W. Lawrence, mgr. of the Milwaukee Hay Co., is no longer a member of the Chamber of Commerce and his membership certificate has been cancelled by the board of directors.

J. W. Redick, Herman F. Weber, Hubert Karl, Jr., and J. P. Kettenhofen were admitted to membership in the Chamber of Commerce. The following memberships have been transferred: R. E. Knowlton, Franklin Kelchner, Jr., H. McCordel and W. B. Morse.

The arrivals of all kinds of grain during 1918 was 11,000,000 bus. in excess of 1917; the total in 1918 being 78,000,000 bus. and in 1917 the total was 67,366,642 bus. In 1916, however, the arrivals made a record, which was 86,522,686 bus. The receipts for 1918 of the different kinds of grain are: wheat 13,000,000 bus., corn 12,000,000, oats 40,000,000 bus., barley 10,500,000 bus., and rye 2,500,000 bus.

One hundred poor families had a visit from Santa Claus when baskets containing chicken, celery, potatoes, oranges, sugar and peas were distributed by the Chamber of Commerce. It was a "regular" Christmas Eve, with a blizzard in everything, and the baskets were packed into autos loaned by the members, and borne away to families that perhaps had already given up old St. Nick's visit.

Calendars Received.

The S. Howes Co. renews again the wishes for a happy New Year in the 1919 date cards which fit into the calendar sent to friends some years ago.

A PICTURE of a pretty girl in a yellow evening cloak was sent on a calendar to the friends of the Mullally Hay & Grain Co. as a New Year greeting.

THE CALENDAR sent out by the Day Co., called "The Dream Girl," is everything that the name implies. It is the picture of a girl's head, painted by Rolf Armstrong.

THE WHITE STAR Co. has sent out a unique calendar, a picture called "Higher Education." The picture is a travesty on the American football game, being played by a team of dogs which is being watched by a grandstand full of spectators.

THE EDISON LAMP WORKS of the General Electric Co. issued a most appropriate calendar for 1919. The picture of a girl in Egyptian dress who seems to be walking out of the night-blue sky into floods of light, has given Maxfield Parrish a field for his vivid brush.

"THE ANGEL OF THE BATTLEFIELDS," a reproduction from an original painting by C. D. Williams, a well known New York artist forms the central feature of the handsome calendar received from Elmer E. Bast, mgr. for the Acme Belting Co. and the United & Globe and Rubber Mfg. Cos. It is artistically mounted on a background of pearl gray and old blue, the two cards being held together by knots of old blue ribbon. The "Angel" symbolized by a beautiful young woman and embodying all that woman is doing for humanity occupies the center at the back of the picture while in front and at either side stand soldiers in the uniforms of the allied nations, at salute exemplifying the spirit of the civilized world today as they pay homage to Woman for her sustaining sacrifices in the world struggle.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

I. T. S. and associated lines in tariff 267-B cancels tariff 267-A and names joint proportional rates on grain in carloads from stations on its system in Illinois to Danville, Ill., when destined to eastern points beyond as shown in item No. 4, effective, Jan. 27.

I. T. S. and associated lines in Sup. 2 to I. C. No. 310 cancels Sup. 1 giving joint rates on grain and grain products in carloads from stations on its system in Illinois to stations on the Wabash Railroad in Indiana, Ohio and Michigan, effective Jan. 27.

C. I. & L. in sup. No. 5 to tariff No. 7200 names joint and proportional freight rates applying on classes and commodities from stations on its line to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other Eastern Virginia and Western Termini points, effective, Feb. 1.

I. T. S. and associated lines in tariff No. 428-C cancels tariffs 428-A and 428-B and names joint and proportional rates on grain products from Pekin and Peoria when from beyond these points, to stations on the L. & N. Mobile & Ohio and Missouri Pacific Railroads in Illinois, effective Jan. 27.

C. I. & L. in Sup. No. 1 to tariff No. 7219 gives joint and proportional freight rates on grain and grain products in carload lots from stations on its line to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the Eastern states and Canada as provided in tariff issued Dec. 30, effective, Feb. 1.

C. I. & L. in Sup. 1 to 7818 names joint and proportional rates on grain and grain products in carloads from Chicago, Englewood, Hegewisch, Pullman Junction and South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the Eastern states and Canada, effective Feb. 1.

C. I. & L. in Sup. 1 to tariff 7849 gives joint freight rates applying on grain and grain products in carloads from stations on its line to Virginia common points as shown on page 4 of the tariff; Hagerstown, Md. and other points named in rate bases, billing instructions or guide books of fast freight lines named on page 4 of tariff, effective Feb. 1.

C. & A. and associated lines in Sup. No. 2 to tariff 1581-F gives supplemental joint and proportional freight rates on grain and grain products in carloads, also by-products, beet pulp, dextrine and starch from stations on the C. & A. in Illinois and Hannibal and Louisiana, Mo. to Atlantic seaboard and eastern interior United States and Canadian points, effective, Feb. 1.

C. I. & L. in Sup. No. 2 to tariff 7816 gives joint and proportional rates applying on grain by-products in carloads and grain, grain by-products and grain products in mixed carloads from stations on its line to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other eastern Virginia and western termini points as provided in tariff, effective Feb. 1.

C. I. & L. in Sup. 1 to tariff 7817 gives joint proportional freight rates showing re-shipping rates on grain and grain products and by-products of grain in carloads from Chicago, Englewood, Hegewisch, Pullman Junction and South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, New York, Philadelphia and other eastern and Virginia points shown on page 7 of tariff and in rate bases, billing instructions or guide books of fast freight lines shown in tariff, effective, Feb. 1.

C. B. & Q. in Sup. 28 to tariff 6786-D cancels Sup. No. 21, and in connection with participating carriers named in Item 1 of tariff as amended, names joint and proportional freight tariffs on grain and grain products in carloads from stations on C. B. & Q. and C. A. & De Kalb Ry. in Illinois; also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive, to Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O., Paducah and Louisville, Ky., etc., effective Feb. 5.

C. B. & Q. in Sup. No. 2 to tariffs 849-G and 18910-I, issued in lieu of Sup. 1 rejected by the Interstate Commerce Commission, in connection with participating carriers named in tariff gives joint freight tariff naming commodity rates on grain and grain products, in carloads, from stations on the C. B. & Q. in Illinois, Iowa and Missouri, stations on the Chicago, Aurora & DeKalb Railroad, Rock Island Southern Ry. System; also from Victoria, Ill. (Galesburg & Great Eastern Ry.) to Atlantic Seaboard, interior points and eastern Canadian points, effective Feb. 1.

Souvenirs of the Season.

THE SEASON'S GREETINGS from the Joseph Dixon Crucible Co. is accompanied by an attractive and useful box of the company's high grade pencils, penholders and erasers.

NAT CLAYBAUGH, elevator and real estate broker of Frankfort, Ind., has placed himself in the memory of his friends and associates, every day in the year by means of a small black leather memorandum book. In addition to the utility of such a book for the "lest we forget" business man, there are many pages of useful information.

DAVID LUBIN of San Francisco, founder of the International Institute of Agriculture and American representative on its permanent board, died at Rome, Italy, New Year's Day, of pneumonia. He was 78 years old.

Federal Trade Study of Grain Trade.

Up to the close of the fiscal year, the agents of the Commission and of the Department of Agriculture had covered about 400 country elevators, and warehouses of different types, studying their marketing methods, costs, profits and margins on grain, and about 5,000 additional elevators were reached by schedule.

Terminal markets were studied, including Chicago, Minneapolis, Kansas City, St. Louis, Omaha, Duluth, Milwaukee, Peoria, Cincinnati, Louisville, Buffalo, New York and Philadelphia, particularly at Chicago and Minneapolis, the two chief grain centers. The accounts of more than 100 terminal market concerns were obtained, covering all branches of marketing, and including terminal elevators, commission houses, brokerage and shipping concerns, news information, service companies and "wire houses." All classes of persons or concerns engaged in the grain trade were interviewed. A particular study was made of the future trading business in Chicago and Minneapolis, and schedules calling for extensive statistical information on future trading, were sent to all members of the Chicago and Minneapolis grain exchanges. A special study was also made of the results of future trading to the individual speculator.

Comprehensive statistical information was gathered for the purpose of determining the flow of grain from the farm to the various markets and to the various classes of purchasers.

Price statistics were collected both from published and unpublished sources, together with statistics of receipts and shipments, and other data for the study of the price determining factors.

Investigation was also made into various particular practices and problems of the grain trade, such as scalping, the milling value of wheat, terminal elevator mixing, information services, grain trade, and financing.

This report had not been completed at the end of the fiscal year.—Annual Report of Federal Trade Commission.

Seeds

THE WHOLESALE GRASS SEED DEALERS ASS'N will hold a meeting at Washington, D. C., Jan. 13 and 14.

CANTON, O.—The Holmes-Letherman Seed Co. has registered the word "Holco" as a trade mark for seeds, bulbs and plants, under serial number 108,886.

CINCINNATI, O.—The J. Chas. McCullough Seed Co. has registered No. 106,095 as a trade mark represented by a leaf partially covering a spray of clover and other blossoms.

BRANDON, MAN.—The A. E. McKenzie Co. has leased the two upper stories of the Security Bldg. and will connect them with the McKenzie Bldg. by a bridge and two chutes.—B.

GUELPH, ONT.—A society of Canadian Plant Doctors was formed at a recent conference, with its object being to save food, particularly grain. Among the first things to be taken up are the prevention of smuts and rust in grain.—B.

SIOUX FALLS, S. D.—The Northwestern Seed Co., a new corporation, has purchased the O. S. Jones seed business.

Clover and Alfalfa Seed Separator.

The machine shown in the engraving herewith has been invented by Shirl Herr to remove clover and alfalfa seeds, having non-mucilaginous surfaces, from foreign seeds such as dodder, wild carrot, mustard, catch-fly, etc., possessing approximately the same non-mucilaginous surfaces, size, shape, and specific gravity as that of clover and alfalfa seeds.

In the side elevation of the machine, partly in section, are shown the two rectangular frame timbers supporting the moving parts. The mixed seeds as they come from the threshing machine are fed thru the spout, 15, into a hopper, 16, by which they are fed into a horizontal hollow cylinder in which water is added to thoroly moisten their outer surfaces, the flow of water being controlled by the valve, 20. The wet seeds are discharged by the screw conveyor into the chamber, 35, which also receives dry sawdust from the container above.

The mixed seeds and sawdust drop to the rolls where the sawdust is pressed into the weed seeds, but not into the clover or alfalfa seeds, which are less pervious to water and are discharged from the rolls usually with no clinging particles of sawdust and uninjured by the rubber covering of the rolls. The rolls discharge the seeds on a moving apron in contact with the upper surface of a steam drying chest, from which they drop into a hopper and past the orifice, 87, where the sawdust is drawn back into the system, while the seeds drop down farther on a screen having a vibratory movement.

The perforations of the screen permit the passage of individual clover and alfalfa seeds which are free of particles of comminuted foreign material; whereas the particles of sawdust clinging to the weed seeds so increase their diameter as to prevent their passage thru the perforations, their retention being assisted by air flotation secured by a blast fan, 113, the gravity of the clover and alfalfa seeds being sufficient to overcome the blast then pass thru the opening, 104. For this invention Mr. Herr has been granted letters patent No. 1,282,512.

W. I. Thompson, of Madison, head of the Thompson Elvtr. Co., which owns about twenty elvtrs. in South Dakota, is pres.

SEEDS REMOVED from the export conservation list, effective Jan. 4, are, mammoth clover seed and peas. On the same list, clover seed, mammoth and red, has been modified by the War Trade Board to read clover seed red.—Vance C. McCormick, chairman.

SPRINGFIELD, ILL., Dec. 31.—The yield of timothy seed reported for the year just past is 87,813 bus., an increase of 9,500 bus. over the 1917 crop. The average price is \$4.60 per bu. There were 132,364 bus. of clover seed, an increase of 70,900 bus. over last year, with an average price of \$19.90 per bushel, as reported by the Illinois Dept. of Agriculture.

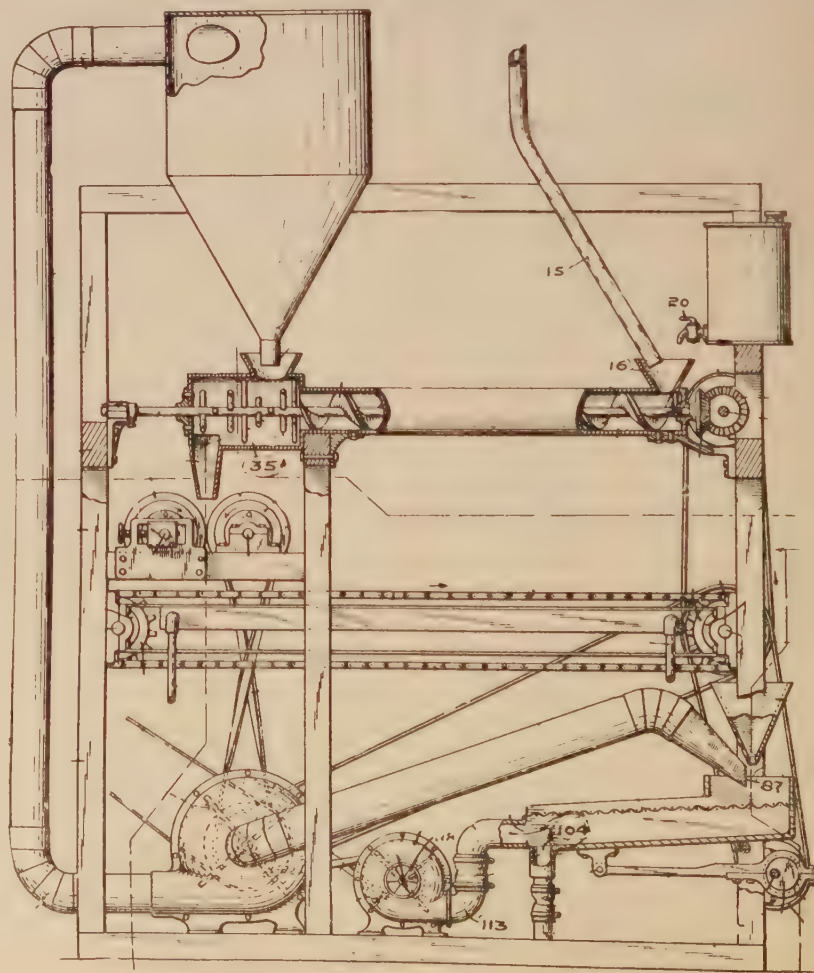
TOPEKA, KAN.—The yield of kafir this year is 9,808,678 bus., or 7.84 bus. per acre. In 1917, the yield was 11,818,215 bus., or about 8 1/3 bus. per acre. A large per cent of the kafir did not mature grain this year on account of unfavorable weather conditions during the summer and early fall. Emmer (Speltz) yielded 10,685 bus.; milo, 4,121,689 bus., and feterita 1,583,036 bus.—J. C. Mohler, sec'y State Board of Agriculture.

SOUTH DAKOTA'S average yield of alfalfa seed per acre was about two bushels, the total production being about 50% of the average of recent years. The quality is below that of last year, but still very good. This seed is largely available at the present time. The heaviest production was in the southwestern part of the state. The shortage is caused by too

much rain. Grasshoppers and crickets also did damage, reports H. O. Herbrandson, field agent of the U. S. Dept. of Agriculture.

LICENSES will be granted for a limited quantity of seed corn, without restrictions as to varieties, for export to Canada. All applications for licenses to ship quantities in excess of 100 bus. must have attached thereto a Canadian Import Permit which will be issued by the Canada Food Board, Ottawa, Can., to the consignee for the quantity specified in the application for export license. Applications for licenses to export seed corn in quantities of 100 bus. or less need not be accompanied by the Canadian Import Permit. This was decided by the War Trade Board after consultation with the United States Department of Agriculture and the Seed Commissioner of the Canadian Department of Agriculture, and announced in its ruling 422.

ROSTHERN, SASK.—Seager Wheeler, who started in the work of seed selection and seed production about 15 years ago, has succeeded to such an extent that he has not only won fame, but has carried off substantial cash prizes wherever his seeds are exhibited. He won the \$1,000 sweepstakes prize on wheat at the New York Land Show; sweepstakes at the Kansas International Soils Products Exhibition; a Canadian Pacific Railroad special prize of \$500; a silver trophy and sweepstakes at the International Farm Congresses in Kansas, Texas and Illinois, all on wheat. He also won sweepstakes on oats at the International Farm Congress in Kansas and Colorado besides a number of minor prizes. Mr. Wheeler is a native of the Isle of Wight.



Clover and Alfalfa Seed Separator.

He spent his earlier years as a clerk in a bookstore and had nothing to do with farming. He has been a resident of Saskatchewan since 1885.—B.

MEDIA, ILL.—The E. G. Lewis Seed Co., which has enjoyed a rapid growth, will increase its capital stock from \$30,000 to \$45,000.

WICHITA, KAN., received during December, 1918, 10,000 bus. kafir corn and shipped 8,000 bus.; compared with receipts of 4,500 bus. and shipments of 4,500 bus. in December 1917.

ST. JOSEPH, MO.—The warehouse and offices of the Chesmore Seed Co. have been moved to 210-12 S. Third St. and the retail store has been re-established just one door north of its former location.

KANSAS CITY, MO.—During December, 1918, there were received 162,800 bus. of kafir corn and 122,000 bus. were shipped; compared with receipts of 287,300 bus. and shipments of 147,000 bus. in December, 1917.

TOLEDO, O.—Clover seed is still a sleeping beauty. When will it wake up and get out of the rut? Eastern buyers still waiting. They generally do when prices are high. Prices are eight dollars higher than last January when they were the highest on record up to that time. Crop is short, carryover was smallest in years and we cannot count on any imports. A little has been exported. Government representatives now abroad may cable their opinion in another week. Will exports soon be permitted?—C. A. King & Co.

SPOKANE, WASH.—The Washington Seed Wheat Co. has been organized by bankers of Tacoma, Spokane and Seattle and will put \$100,000 at the disposal of needy farmers in the drouth stricken areas

of Central Washington, to aid them in supplying themselves with wheat for spring feeding. The terms under which the money will be loaned are that farmers raising six bushels or less shall simply be required to pay their principal and interest; those producing between six and eight bushels shall pay into the guaranty 30 pounds per acre of wheat, or its equivalent in cash; those producing eight bushels or above shall be required to pay into the guaranty 60 pounds of wheat or its equivalent in cash; this guaranty to be used to protect any loans lost by misfortune.

Seed Movement in December.

Receipts and shipments of flaxseed, timothy, clover and other grass seeds to and from the principal markets during December, comparative figures for December, 1917, were as follows:

	FLAXSEED.		Shipments	
	Receipts		1918.	1917.
New York	156,000			
Ft. Wm.	472,580	828,147	439,487	727,680
Duluth	630,154	845,262	949,263	783,855
Chicago	38,000	96,000		8,000
TIMOTHY.				
Chicago, lbs.	1,463,000	1,915,000	2,688,000	1,291,000
New York, bags.			4,111	
Toledo, bags.	8,370	10,151	2,788	1,527
CLOVER.				
Chicago	1,146,000	587,000	787,000	1,144,000
New York, bags.	8,480		4,836	
Toledo, bags.	6,137	4,144	3,228	5,608
OTHER GRASS SEED.				
Ft. Wm.	2,991,380	3,072,260	591,680	1,563,800
Toledo (Alsike, bags).	680	507	936	972
Chicago, lbs.	1,275,000	3,507,000	1,029,000	790,000

OTTAWA, ONT.—A new order in council defines standards for wheat, oats and other classes of grain used for seed purposes.—B.

From the Seed Trade.

TOLEDO, O.—Timothy looks like good property, compared with every other commodity and a big world's business ahead. But the unexpected may happen; Europe may not be able to take our surplus due to inability to open up trade with neutral countries from the recent belligerent.—J. F. Zahm & Co.

TOLEDO, O.—Clover is a merchandising affair. General level of prices somewhat easier. High prices discourage trading. Domestic demand shows some improvement. Some inquiries for export. Clover seed stocks are far from burdensome. Interior stocks appear generally well cleaned up. The months of real demand are ahead. Considerable seed may be wanted for export. These are some of the "anti-decline" theories in seed. Prices are high, but they can't be judged by ordinary rules. Timothy has received the pressure of big receipts. Stocks are large, but they are in strong hands. To do better, timothy needs an active export demand. This is a question of tonnage and general ocean traffic conditions to which it's hard to give an answer right now.—Southworth & Co.

LOUISVILLE, KY.—Our business up until Dec. 1 was exceedingly good for prompt shipment. We also booked more than the usual number of orders for shipment Jan. 1. Just at this time, there is very little interest shown in the purchasing of spring supplies. Spring business begins shortly after the first of the year and does not end until the first of May. Judging from the quantity of all clover seed and the high price at which it is selling, we would say that there will be very little carried over.—Louisville Seed Co.



"Purisco" Brand

Field and Grass Seeds are recommended by many dealers who handle this brand, because of the care we take to insure uniform and reliable quality, and the "Purisco"

trademark is assurance of extreme care in selection. This year of all years you want seeds that grow. Inquiries from dealers solicited.

We are buyers from producing sections and sellers to consuming sections.

Field and Grass Seeds

Timothy, Clover, Alsike, Alfalfa, Millet, Red Top, Hungarian, White Clover, Sweet Clover, Blue Grass, Orchard Grass, Sowing Rape, Field Peas—Seed Grain, Grain Bags, etc.

THE ILLINOIS SEED CO.

349-369 E. North Water Street, CHICAGO



Supply Trade

CATALOGS: shipped into Canada from the United States are dutiable at the rate of 15c per pound.

SILVER CREEK, N. Y.—The S. Howes Co. is distributing 1919 date cards for its "Eureka" desk calendar.

ST. LOUIS, Mo.—The local branch of the Howe Scale Co. of Illinois has been moved to 512 St. Charles St.

CALGARY, ALTA.—The Grain Elevator Supplies, Ltd., has been incorporated with capital stock of \$20,000.—B.

DECATUR, ILL.—The corporate name of the Miller-Holbrook Engineering Co. has been changed to Miller, Holbrook, Warrent & Co.

THE HABIT OF being friendly is worth cultivating. Advertising is the business of making friends for your business.—S. Lee Frazier.

EVERY DAY is a different day; every year is a new year, which makes "we've never done it before" a poor business maxim.—M.

ST. LOUIS, Mo.—The Walter A. Zelnicker Supply Co. has issued Bulletin No. 250, listing many items of equipment in its line. A copy of the bulletin may be obtained by Journal readers upon request to the company.

MINNEAPOLIS, MINN.—An attractive booklet on retail coal pockets has been issued by the T. E. Ibberson Co. Readers of the Journal who are interested in this subject may obtain a copy of the booklet by addressing the company.

NEW YORK, N. Y.—Prices for iron and steel products, which most producers put into effect Jan. 1, average \$70.95 a gross ton on the eight principal products, against \$74.77 a gross ton under the previous government maximum levels, a decline of \$3.82 a ton.

CHICAGO, ILL.—Book No. 333, entitled "Link Belt Equipment for the Handling and Preparation of Coal at the Mine" has been completed by the Link Belt Co. A copy of the book, which covers its subject in full detail, may be obtained by Journal readers on request to the company.

CHICAGO, ILL.—The Hess Warming & Ventilating Co., makers of the improved official electric Brown-Duvel Moisture Tester, say that it has been well received by the trade. Many orders are reported, and a goodly number of machines already have been sent in to be refitted for electricity.

CHICAGO, ILL.—The Skillin & Richards Mfg. Co. is planning to improve greatly its well equipped factory so as to facilitate the loading of the heaviest machines and equipment direct to cars by traveling cranes. Its building, which is 100x540 ft., will be extended about 150 feet to the street so as to give ample room to meet the demands of its growing business.

CHICAGO, ILL.—On Dec. 24 the George W. Moore Co. succeeded the Moore & Lorenz Co. Mr. P. A. Lorenz retired from the business, and was succeeded as vice-pres. by Max H. Hurd, formerly sec'y of the Union Iron Works and the Beall Improvements Co., of Decatur, Ill. Other officers of the company are, George W. Moore, pres. and treas. and P. C. Hinkley, sec'y.

LOUISVILLE, KY.—The annual report of the Louisville Industrial Foundation will be rendered partly in motion pictures. These will include views of the new industries which have been located in the city as the result of the Foundation's activities, and will show various processes in the manufacture of the article produced by those plants.

OWENSBORO, KY.—The Anglo-American Mill Co. recently distributed about \$11,000 to its employees in the form of a Christmas bonus. Checks were drawn for amounts figured at 10 per cent of the salary of employees who had been with the company since July 1. There are very few new employees. The company is now moving into its new addition, which was recently built adjoining its plant in Seven Hills.

PORTLAND, ORE.—William J. McMillan, Pacific Coast representative of the Huntley Mfg. Co., died Dec. 18 of Bright's disease. Mr. McMillan was formerly with the Russel-Miller Milling Co. at Minneapolis, from which place he came to Portland in the spring of 1918 to represent the Huntley Mfg. Co. He was educated in the machinery line by his father-in-law, A. F. Shuler, northwestern representative of the company.

NEW YORK, N. Y.—Copper products have followed the steel industry with a reduction in prices, the quotation being fixed at 23c per lb. for both foreign and domestic accounts. This is a drop of 3c from the former price. While lead and zinc prices have also declined, copper and steel are more in the public eye, and will occasion more speculation as to the extent to which prices in general may be expected to go. These reductions are the beginning of the movement that all commodities will follow, and the period of industrial readjustment is believed to be fairly on.

CHICAGO, ILL.—The Skillin & Richards Mfg. Co. has issued a 548-page catalog showing its complete line of modern machinery for the efficient transmission of power and the economical handling of granular materials. The catalog, which is identified by the number 18, is 6x9 inches in size, profusely illustrated and fully indexed. It contains a great fund of information for those who operate machinery of all kinds, as well as for those who contemplate building or making alterations in existing plants. The specifications given in connection with the various items listed will be of assistance to everyone whose daily work requires him to deal with machinery, and as a book from which to select needed articles of plant equipment it will be a valuable addition to any business library. A copy may be obtained by readers of the Journal on request to the company.

Rats Are Expensive Guests.

It has been stated that one rat will eat and destroy \$2 worth of food a year, the quantity eaten by each rat being about 40 or 50 pounds. According to the estimate of Prof. Bickwell, one pair of rats will produce 359,709,412 descendants in three years, barring deaths.

It can readily be seen from these figures that it is important to get after this pest, and to wage constant war upon it if we are to eliminate the losses which it causes to foodstuffs and general merchandise, and the damage caused to buildings by undermining.

Traps have been used in the past with little or no success, and it has long been apparent that one of the best methods of

dealing with rats lies in the use of poisons. Recently a product known as Rat Cure has been placed upon the market as a poisonous mixture for killing rats. It is in tablet form, ready for use with no further mixing, and it is said that it not only kills rats and mice, but that the rodents will eat it readily. An added feature of the product is that it is claimed it will prevent the escape of unpleasant odors from the carcass.

Back-Stop for Elevator Heads.

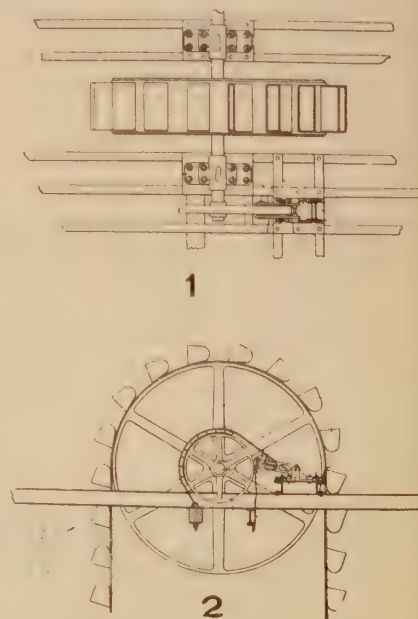
When for any reason the elevator has stopped running the weight of grain in the buckets is likely to cause a reverse motion that may do damage to the equipment as well as result in choking the leg. To avoid this various back-stops have been devised, and an improvement to effect a gradual stop is accomplished in the invention of F. R. McQueen, for which he has been granted letters patent No. 1,283,539.

Five drawings of the device are reproduced herewith. Fig. 1 is a plan and Fig. 2 an elevation of the complete machine. Fig. 3 is a plan and Fig. 4 an elevation of the friction clutch wheel and its actuating mechanism. Fig. 5 is an enlarged detail of the pillow block and strap connection.

Rigidly secured to and moving with the head pulley shaft is a wheel against the face of which bear the wooden friction blocks held against its rim by a strap. One end of the strap is fastened to a beam under the head pulley by an eye bolt, while the other end is fastened to a sliding plate, moved horizontally to tighten the strap by a small carriage carrying a friction wheel.

The minute the head pulley begins to turn backward the pivotal connection with the bars swings down under the pivot and the wood or fiber shoes mounted on the brake band grip the surface of the wheel with sufficient pressure to check gradually its backward movement without shock or jar.

THE PRELIMINARY ESTIMATE of the wheat crop in Australia is about 80,000,000 bus. against 112,000,000 bus. in 1917. The surplus available for export is about 40,000,000 bus. with approximately 175,000,000 bus. of old wheat still on hand.



Back Stop for Elevator Heads.

Great Expansion in Wheat Growing.

The urgent need for wheat to feed a starving world, kept before the people by the government ever since the beginning of the war, has given Montana the greatest wheat ranch on the continent, if not in the world. It is operated by the Montana Farming Corporation of Hardin, with Thos. B. Campbell, hitherto an unknown rancher, as president, backed by eastern capitalists headed by J. P. Morgan. The corporation is capitalized at \$2,000,000.

The ranch comprises 200,000 acres of irrigated and semi-arid land in the Crow, Blackfeet and Port Peck Indian reservations in Montana and the Wind River reservation in Wyoming, which is leased by the Corporation. More than 30,000 acres is already plowed and seeded and it is planned to have the entire tract under cultivation before the end of five years. This means a wheat field containing 312 square miles, a field as large as Greater New York City, one third as large as the Kingdom of Luxemburg and more than one-fourth as large as Belgium.

Work was started last June. Not one horse was used. Fifty-two large traction engines were used to break the ground, the average for the summer being better than one acre to the minute. Because of the shortage of men, the work was done largely by high school boys from Minneapolis and other cities of the Northwest. Two of the boys broke a world's record for seeding, when with a small traction engine, they seeded 188.9 acres in one day.

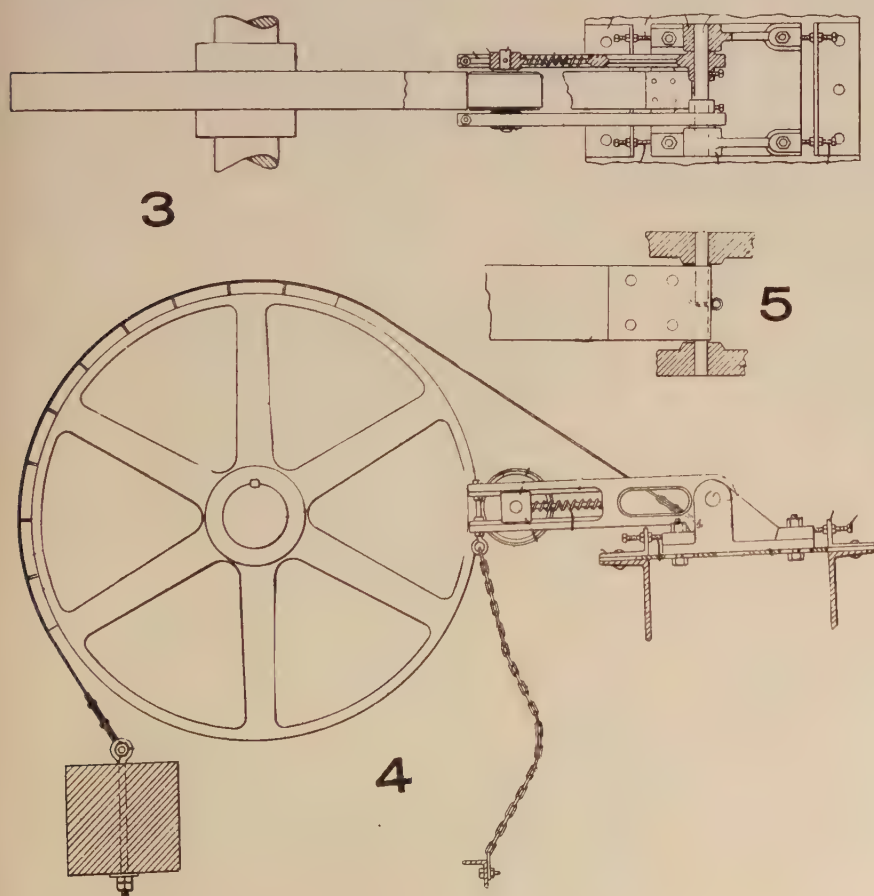
The plan is to organize the project in 5,000 acre units. Each unit will have its own group of permanent, modern buildings and will be in charge of a skilled farmer and business man. Each unit will

be operated independently, except that the auditing and buying will be taken care of by a central office.

The scheme originated with Mr. Campbell, who is only 36 years old. He was anxious to do his bit and knew that the Indian lands lying unused could be made to produce millions of bushels of wheat. After several unsuccessful attempts to get the government to act, he finally addressed President Wilson, who referred the matter to Secretary Lane. The plan was approved by the Sec'y of the Interior who put Mr. Campbell in touch with the men who are now behind the big project. Activities will be continued even tho war has ended.

Hundreds of thousands of acres of land similar to this tract are lying unused in Colorado and the Colorado Development Federation is planning to colonize them with soldiers.

IN SPAIN wheat was sowed under favorable conditions and the crop is better than in recent years. Buyers are not active which has resulted in lower prices. Their position is that conditions in the Allied countries are much better because of prospective importations from Argentina and elsewhere. Sales are few and prices range from 49 to 50 pesetas per 100 kilos which is equal to 85/6 to 87/3 per quarter of 480 lbs. at par exchange. Not much barley is changing hands. Prices range from 43 to 44 pesetas per 100 kilos, equalling 62/6 to 64/— per 400 lbs. at par. Maize is plentiful, but prices are not firm. Plate is quoted at 58 pesetas per 100 kilos, equalling 101/— per 480 lbs. at par. Native quotes from 52 to 54 pesetas per 100 kilos, 94/— to 94/3 per 480 lbs. at par.



Back Stop for Elevator Heads. See Facing Page.

Mr. Pickell

is going abroad shortly to investigate agricultural, economic and food conditions jointly for the

Rosenbaum Review

and a branch of the Federal Government.

READ THE REVIEW
AND BE BEST
INFORMED

J. Rosenbaum Grain Co.

417 Postal Telegraph Bldg.
CHICAGO, ILL.

APPLICATIONS FOR EXPORT LICENSES covering all foodstuffs, fodders and feeds to Canada, Central and South America, Mexico, Cuba and the West Indies, will now be considered by the War Trade Board, with the exception of those for wheat and wheat flour, corn, linseed meal and cake and cottonseed meal and cake to which all existing rules and regulations remain in full force and effect. There is still a shortage of shipping space and the fact that an export license has been granted, should not be considered by exporters as assurance that shipping space can be obtained. All necessary transportation arrangements should be made before moving exports to seaboard.

Books Received

SERVICE AND REGULATORY Announcements No. 42 is the latest compilation of questions and answers on the enforcement of the grain standards act, giving opinions of general interest to grain dealers, inspectors and others, by the Bureau of Markets, U. S. Dept. of Agriculture, Washington, D. C.

THE STORY OF BLACK STEM RUST of grain and the barberry has been issued by the Minnesota Agricultural Extension Division. It explains just what black stem rust is and gives its life story, together with various illustrations showing how it attacks the grain plant. The barberry stage of rust is explained. It also tells how to distinguish the common barberry from the Japanese variety and how to get rid of the pest which destroys so much grain. Special Bulletin No. 27, University of Minnesota, St. Paul, Minn.

Supreme Court Decisions

Transfer of Title.—Where a B/L is indorsed to the bank with draft attached and the draft paid to the assignor by the bank, held, that such a transaction had the effect to transfer the legal title of the property called for therein to the bank.—*City Nat. Bank of Hobart v. State*. Supreme Court of Oklahoma. 176 Pac. 232.

Time to File Claim.—Where beans were shipped May 3, and arrived at destination May 6, and were misdelivered without surrender of B/L, notice of claim on September 1, or even on September 26, was "within four months after a reasonable time for delivery," as required by the B/L.—*Babbitt v. Grand Trunk Western Ry. Co.* Supreme Court of Illinois. 120 N. E. 803.

Telegraph Error.—Plaintiff's duty to minimize his damages from mistake in market quotations furnished by defendant telegraf company did not require him, on discovery of mistake, to break his contract of purchase, made on basis of quotation, though it was verbal, and unenforceable against him.—*Western Union Telegraf Co. v. Osborn*. Supreme Court of Arkansas. 206 N. W. 54.

Arbitration.—Where arbitrators instead of making an award at their first consultation simply disbanded, an award, made by them seven or eight months thereafter when they met again without notifying parties interested and without viewing buildings in question or bearing any evidence, was not binding.—*Inman v. Keil*. Kansas City Court of Appeals, Missouri. 206 S. W. 403.

Bound by Published Rates.—Under the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. 1916, §§ 8604a, 8604aa), the published rates, based upon valuation, of interstate carrier, are presumed to be equally within knowledge of carrier and shipper, and both are bound by them as matter of law.—*Baggett v. Chicago & N-W. Ry. Co.* Supreme Court of Wisconsin. 169 N. W. 552.

Oral Contract.—A complete contract, binding under the statute of fraud, may be made thru the medium of letters, writing, etc., signed and passing between the parties, when such writings are so related to the subject-matter and so connected with each other that it may be fairly said they constitute one paper relating to the contract.—*Barnes et al. v. Hunt*. Supreme Court of Oklahoma. 175 Pac. 216.

Passage of Title.—Where an owner of wheat sells it, and by waiving immediate payment makes the purchaser a bailee, with authority to dispose of the wheat and its proceeds, a bank, cashing the purchaser's checks and crediting his account with amount of a draft attached to a B/L, is protected as against the seller.—*Dietrich Menke v. First Nat. Bank of Amarillo*. Court of Civil Appeals of Texas. 206 S. W. 693.

Track Scales.—Public Service Commission Law (Laws 1913, p. 583) § 49, gives the commission power to order the erection and maintenance of track scales when in their judgment the facts warrant it, and is in conflict with and has impliedly repealed Rev. St. 1909, § 3157, providing that railroads shall maintain track scales at all stations shipping 50,000 bushels of grain the previous year.—*State ex. rel. Missouri Pacific R. Co. et al. v. Public Service Commission of Missouri et al.* Supreme Court of Missouri. 204 Pac. 395.

A milling in transit privilege on a car of grain shipped from one point to another point within this state, where all connection of the shipper with the grain ceases at such point, does not render the shipment "interstate commerce," altho the consignee at the point of destination may,

under the milling in transit privilege, ship the grain, or its product, to a point outside the state.—*Farmers Grain & Mercantile Co. v. Union Pacific R. Co.* Supreme Court of Arkansas. 175 Pac. 599.

Collecting Rate not Posted.—In view of the purpose of the Interstate Commerce Act (U. S. Comp. St. 1916, § 8563 et seq.) to prevent discrimination, a carrier may collect the difference between the amount actually collected for freight on an interstate shipment and the rate fixed by tariffs filed with the Commerce Commission, tho the rate schedules were not printed and posted, etc., as required by U. S. Comp. St. 1916, § 8569.—*Nor. Pac. Ry. Co. v. Longmire*. Supreme Court of Washington. 176 Pac. 150.

Taxation of Line Co.—When a merchant operates, in several counties, stations for the purpose of selling lumber, fuel, grain, and live stock, each station should be assessed as an independent business, and the net credits for taxation of each business is the excess of its assets, if any, over the indebtedness incurred in establishing and conducting that particular undertaking. Double taxation is, under some circumstances, considered unavoidable; but it is the policy of our law to avoid double or unequal taxation, when practicable.—*Nye-Schneider-Fowler Co. v. Boone County*. Supreme Court of Nebraska. 169 N. W. 436.

Liability for Telegraf Error.—Stipulation limiting telegraf company's liability for error in transmission of unrepeatable message to amount paid for sending telegram, or in any event to \$50, where no greater value is stated in message, is void. Where message delivered to telegraf company read, "Sell ten July corn stop five cents both ways," but delivered to broker read, "stop four cents," sender is entitled to actual damages sustained where broker sold at \$1.41, the market upon receipt of the telegram, and purchased at \$1.45, after which market declined, without advancing to price at which he would have been authorized to buy by original telegram.—*Harris v. Western Union Telegraf Co.* Supreme Court of Arkansas. 206 S. W. 52.

Time to Bring Suit against Carrier.—Under the Carmack Amendment of June 29, 1906 (34 Stat. 593, c. 3591; U. S. Comp. Stat. Supp. 1911, p. 1304) § 7, pars. 11, 12, to Act Feb. 4, 1887 (24 Stat. 386, c. 104) § 20, which furnishes the exclusive rule on the subject of the liability of the carrier under contracts for interstate shipment, a stipulation in a contract for an interstate shipment of live stock, providing that no suit or action against the carrier for loss, damage, or delay to or of the live stock shipped under the contract, shall be sustainable in any court of law or equity, "unless such suit or action is commenced within six months next after the cause of action shall occur," is a reasonable provision, and binding upon the parties to such contract.—*St. Louis, I. M. & S. Ry. Co. v. Bentley*. Supreme Court of Oklahoma. 176 Pac. 250.

Consignor Liable for Freight Charges.—In interstate shipment of potatoes under B/L containing provisions that charges are guaranteed by shipper, that consignee shall pay the freight, and if required shall pay the same before delivery, consignee is liable for freight charges, and failure of carrier to require consignee to pay the same before delivery, altho depriving carrier of a lien, is no defense. To give effect to alleged custom among shippers of potatoes and railway companies requiring consignee to pay freight charges before delivery would be to place defendant shippers of potatoes in a more favorable position than shippers in the same locality in whose favor no such custom existed, contrary to the Interstate Commerce Law.—*Chicago, I. & L. Ry. Co. v. Peterson*. Supreme Court of Wisconsin. 169 N. W. 558.

CINCINNATI dealers expect to buy considerable corn in Illinois because so much of the corn moving in Ohio is going back to feeders.

Arbitration Up-to-Date.

[From address by Chief Justice Harry Olson, of the Chicago Municipal Court, Dec. 6, before a meeting of merchants.]

One defect in the English system, is that the arbitrator is not a lawyer, and therefore the custom arose of employing lawyers, barristers of eminence to sit as arbitrators, and this, of course, became expensive. So the Chicago Credit Men's Ass'n conceived the idea that if the court were allowed to settle the legal question the arbitrator might settle the question of fact, and we have an improvement over the London practice. The appropriate legislation was secured in Illinois in 1917.

Use in International Trade.—New York and San Francisco are anxious to create commercial arbitration because the sea borne trade of the United States is to be immensely increased. Notwithstanding this enterprise we in Illinois, with the unusual energy of Chicago business men, are first on the scene with the machinery to do the business in our state law. And we must have commercial arbitration because a citizen of another country will not care to deal with us if he has to have his disputes settled in one of our courts where he may wait for years for adjudication.

For example: If there is a dispute over the degree of damage to a cargo of wheat shipped to Liverpool, a cable to the arbitrator at Liverpool causes an investigation, taking a few minutes, and a report is made. This arbitrator was chosen long before there was any dispute between these parties, and he issued his certificate of the damage, and the commercial world around the globe relies upon this arbitration, and his services are valid in Argentina or the Philippines or the United States or anywhere. All this can be done by cable, and at once, and no adjudicating through the courts follows. So London has been able to get much of the world's trade. We in Illinois must develop a machinery that will meet the approval of foreign business men for expedition and certainty of results.

Law Questions to a Court.—The arbitration I am talking about is really not arbitration at all. This commercial arbitration so-called is a substitution for a court and jury of an expert in a particular trade deciding disputes rather than a service of conciliation. Various trades will select one arbitrator or three, although three makes procedure cumbersome and expensive. If desired disputants can have an appellate reviewing court of three representatives in a trade to pass upon the decision, but these only decide questions of fact. All questions of law in such a dispute under the law of Illinois are submitted to a court. The arbitrator makes his finding of fact in writing, and it is submitted to the court for application of the law there. Hence you have not only an expert decision on the facts; but an expert opinion of a sitting judge, and you get the expert opinion and the final opinion of the law from the supreme court of the state, and this is important in commercial disputes involving large sums of money.

To illustrate the function of an expert, I had a case involving the rotary strength of a crank in a piece of ice machinery. I listened to the expert opinion when suddenly a man arose in the jury box and asked if he might ask a question. Being permitted he pulled out an unusual looking rule. He adjusted it under the excitement of these expert witnesses to this rotary piece of machinery, did some calculating, asked a few questions, and I saw at once that the experts showed deference to him. It developed that he was an expert engineer with eighty engineering draftsmen under him in one of the biggest engineering houses in the world, and that the rotary strength of machinery was his specialty. That man fixed up the verdict and we all bowed.

Disputants Continue Friends.—You will agree that in the case, say, of the grade of a consignment of wheat Mr. Jim Patten, of the Board of Trade, would be a better adviser than three street car men, four plumbers, two dry goods clerks and myself in the municipal court. To strengthen resort to this practice you may have a board of appeals of three members and yet have all the law of the courts. Briefly there is expedition in this way of settling a commercial dispute.

Next, court trials in settlement of business conditions are public. Trade secrets are exposed and other disclosures made that you do not want to get into the case. Whereas a trial before a commercial arbitrator is held in some office and nobody is interested except the parties themselves; and, mark, this trial is held soon after the dispute arises and before the parties become enemies. It is true they may come

with their lawyers, but they are still friends. They have agreed to arbitrate and they come in a friendly way. The dispute is quickly adjudicated and the men continue friends. But if they come into a lawsuit and call each other names there is no more trade with each other.

So commercial houses hate to get into trouble with customers, and they will perhaps give away what they think are their rights for the sake of business, for the sake of not losing their customer. Now in the case of commercial arbitration a man would insist upon his rights, and assert them in little matters; moreover, expense, delay, publicity and loss of business would be avoided.

Christmas Cards.

O'BANNON'S "conventional" reminder of the season is "wearin' o' the green" with "trimmin's" of holly and cedar.

CANDLES AND POINSETTIAS in Christmas colors form the decorations of the handsome cards issued by F. L. Rexford.

O. W. COOK & Co. combine the holiday spirit and patriotism by displaying the allied flags over their Christmas greetings.

THE ILLUSTRATION "Liberty for All" accompanies the holiday greetings received from the Millers National Insurance Co.

SOUTHWORTH & Co. have issued handsomely engraved and illustrated folders also with the statue of Liberty as the central feature.

HOLLY and the stars and stripes unfurled are artistically combined in the Christmas good wishes sent out by John E. Brennan & Co.

THE CHRISTMAS GREETINGS of Oscar C. White which are expressed in verse over a shadowy map of the old U. S. A. indicate that they extend over the length and breadth of our land.

"PEACE AND GOOD WILL" cards were sent by the E. P. Bacon Co. to their friends in the business.

THE FARMERS GRAIN Co. of Latham, Ill., expresses its holiday sentiments in rollicking verse, illustrated with a beautiful winter scene.

GEO. S. COLBY expresses his good wishes to the trade on an artistic card with old English lettering, accompanied by his personal card.

THE CLEVELAND GRAIN Co. sent a beautiful folder appropriately inscribed with a peaceful country scene in gold and blue on the frontispiece.

THE STARS and stripes gracefully entwined with holly and accompanied by a patriotic stanza express the good wishes of the Stevenson Grain Co.

THE STATUE OF THE REPUBLIC in gold with an artistic background decorates the frontispiece of the beautiful folder issued by Lowell Hoyt & Co.

THE WHITE STAR Co. has sent out engraved, beveled cards bearing in the upper left hand corner the shield and eagle surrounded by a wreath of holly.

A HANDSOMELY ENGRAVED and embossed card conveys the wishes of Martin Mulally for health, happiness and prosperity, to recipients, in the New Year.

W. B. FORESMAN & Co. have sent their Christmas greetings on a holly decorated card with the statue of Liberty enlightening the world, in the foreground.

CHRISTMAS CHEER is extended by the National Hay Ass'n on a heavy white card bearing a conventional Christmas tree, candle lighted, on a buff background.

ON A CARD with an engraved outline of the U. S. the L. C. McMurtry Grain Co. extends a wish for prosperity to all those who live in the land of liberty.

THE AMERICAN EAGLE and shield with a wreath of holly, bear the New Year wishes of the Goffe & Carkener Co. to all their friends.

WM. G. DILTS, JR. & Co. sent out a letter of appreciation to their friends and patrons who were associated with them during 1918.

A FRAMED FOTOGRAF of "Smiling Jack" Pershing, the man who made Merry Christmas possible this year of 1918, has been received from the Bert A. Boyd Grain Co.

THE HAYWARD-RICH GRAIN Co. has used the outline of the United States with the firmament for a background on a handsome beveled card on which to express its holiday sentiments.

RUMSEY & Co. have embodied the idea of freedom for the oppressed in every land in their greetings of the season which came on an attractive card embossed with the shield and eagle.

IN addition to the engraved good wishes sent out by Pope & Eckhardt Co. there is suggested peace and plenty by the eagle and shield and the golden maize embossed on the heavy white card.

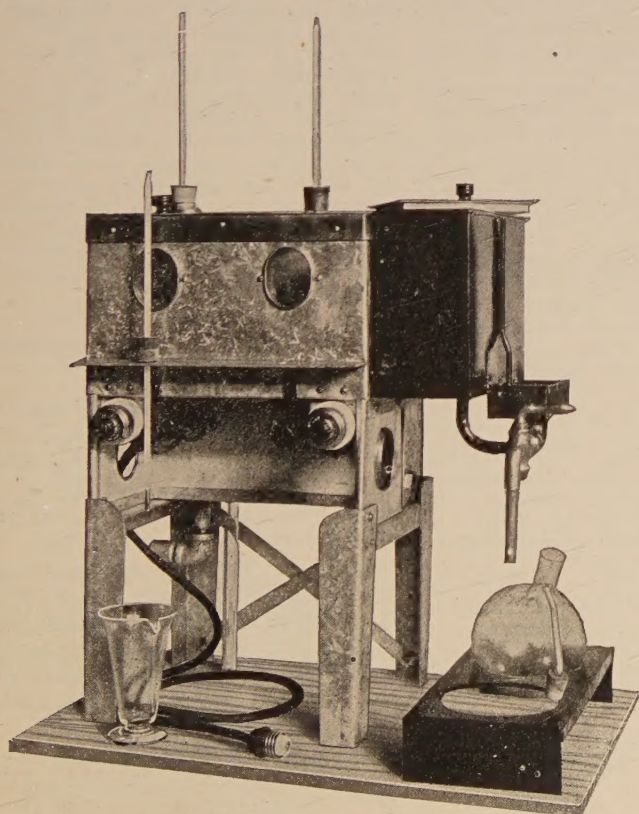
THE GOOD WISHES of L. J. McMillan's are sent out on a beautifully embossed card and are overshadowed by the protecting folds of Old Glory and the outspread wings of the American Eagle.

THE "ZAHM SPECIAL" with the four members of the firm of J. F. Zahm & Co. in the foreground suggests the speed at which this progressive company expects to travel during the coming year.

This Official Brown-Duvel Moisture Tester

\$40 complete, f. o. b. Chicago.

For Electricity, Alcohol or Gas.



A liberal discount for quantities or for resale.

This tester complies in all respects with government specifications (Bulletin 72). Made with one, two, four or six flasks. Brazed copper flasks, instead of glass, \$2.00 extra, each. Our electric tester will supersede all others. New heater coils, 10 cents each. Any one can replace them.

We offer also our improved tester with copper flasks and tubes for gasoline.

Free Booklet

Hess Warming & Ventilating Co.
907 Tacoma Building - - Chicago

HESS DRIERS

are used everywhere—for a very good reason.

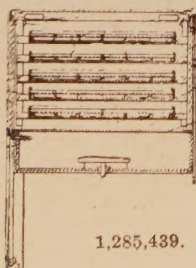
Patents Granted

1,285,439. Seed Germinator. LeRoy M. Smith, Chicago, Ill. The germinator comprises a pan, a sheet of moisture-pervious material disposed therein and a plurality of strips secured to the bottom of the pan and equipped with upwardly-extending bends of equal height for supporting the sheet.

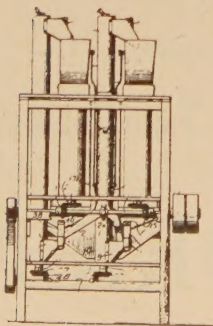
1,285,322. Bean Polisher. Cary W. Naramor, Mecosta, Mich. From a bean storage and supply tube branch spouts discharge into boot of elevators, which take the beans to a movable hopper at the head of the elevators. Below the movable hoppers are the polishing cylinders, adjacent to the lower ends of which are the screen mechanism, below which are discharge troughs containing valves which permit the beans to run successively from one polishing cylinder thru a vertical elevating tube to the other polishing cylinder. Within the polishing cylinders are rotary agitators and the mixture of beans and a dry, granular polishing agent.

THE SHORTAGE OF RICE in many localities of Porto Rico has brot about a condition bordering on famine. Lack of transportation facilities for shipments of the product from New Orleans and other gulf ports is the cause. The shipping board of the United States has been appealed to and has promised relief. The average consumption of rice in the island is 125,000 bags per month. So far, not more than 25,000 bags have been delivered to Porto Rico.

THE FLEEING GERMANS left more than 137,500 acres of wheat which they were growing in France which came into possession of the British and French armies. The wheat was harvested chiefly by the French and required the work of nearly 17,000 men. The binding and threshing machines were supplied by the French office of Agricultural Reconstruction and when the harvesting was completed, they were sold at reduced prices to farmers who had been victims of the war.



1,285,439.



1,285,322

Hoover on European Situation.

Herbert Hoover on Jan. 3 at Paris, France, made public some of his findings on the food situation in Europe. He said:

We have, in co-operation with the allies, sent commissions into these various countries to study transportation and to endeavor to set up financial arrangements. The transportation problem is one of extreme difficulty because of the general demoralization of railways and rolling stock all over this area.

In numerous places we have had to make provision for distribution with motor trucks.

One of the most difficult problems involved in the whole matter is that of finance. Our farmers and manufacturers must be paid for their food supplies. These liberated regions which have been engaged in war against Germany, such as Belgium, Serbia and Roumania, have been given from time to time loans by the United States government with which to purchase food, and as a military measure it is vitally necessary that these populations should be continuously fed in order to save the necessity of further military action by the United States. These loans are being continued in some special instances, and, in fact, amount to selling our food on credit.

On the other hand large areas exist, such as liberated Poland and some of the former states, where our governments are unable under present legislation to make any loans. Furthermore, in some of these areas the governments have so disintegrated that it is difficult to set up any financial circle for lack of government.

These people are all looking with hope to the United States for salvation from starvation. It is a matter beyond private charity, yet if they are to be saved and if there is any hope of them building up for themselves freedom and stability of government, it becomes either a matter of practical charity or long time credits from the United States.

At the present moment we are in the extremely difficult position of having foodstuffs in the neighborhood of certain peoples who rely on America, but we are unable to deliver this food, except such as we can allow from the \$5,000,000 placed at our disposal from present private funds and such other food as the allies can advance from their own stocks.

If we are to prevent disorders, and if we are to hope that the world will return to some form of orderly government, if we are to secure establishment of governments with which we can make peace, we must somehow provide a food supply.

It will require rather calm and shrewd financial leadership. This we have, inside and outside of congress. If its interest is awakened in time, the United States can finish its job splendidly and can banish the specter of Bolshevism, which today attempts to lure the distressed peoples into such hopeless misery and worse.

Bolshevism spreads like a disease. It must run its course of destruction and is no respecter of national borders.

FOODSTUFFS amounting to over 1,000 tons have been shipped by the Swiss government to Vienna for the relief of the civil population, in co-operation with Dr. Alonzo Taylor, Herbert Hoover's representative in Southern Europe. In order to furnish this quantity, the Swiss people had to sacrifice a part of their own supply.

FOSS E. SMITH, formerly Kansas inspector of the Grain Dealers Fire Ins. Co., and now a lieutenant in the aviation service, was married recently to Miss Helen McGreevy at Huntington, Ind.

A BURN-OUT of the electric motor and a bad fire may result from a condition of the bearing that is not obviously dangerous, since the electric current is unseen. At one elevator the operator failed to oil bearings of the motor and they wore down, letting the armature rub on the stator, and taking so much current that in order to run at all they threw the starting lever into the starting position and fastened it there, which had the effect of cutting out the low voltage release and gave 90 amperes for a 7½ h.p. motor, constituting a first-class fire hazard.

A STATE ASS'N OF MUTUAL INSURANCE COMPANIES was organized at the South Dakota Farmers Grain Dealers Convention held at Sioux Falls in December. The officers are: A. L. Berg, Baltic, pres.; Capt. Fergen, vice-pres.; E. H. Day, Clark, sec'y and treas. Other members of committees appointed by the president are J. Berkley, Mission, Hall; E. Adolph Ericsson, Salem; H. T. Zimmerman, Fedora, and W. E. Stratman, Northville. All are members of local or county mutual insurance companies. The purpose of the ass'n is the betterment of all kinds of mutual insurance, especially fire and lightning, and committees to look after the welfare of the insurance companies will be appointed. The next meeting of the Ass'n will be at Sioux Falls, Jan. 16 and 17.

"REPORT on the Fire Prevention Section of the War Industries Board" is the title of an interesting statement by C. A. McCotter, Indianapolis, Ind., sec'y of the Grain Dealers Mutual Fire Ins. Co., who represented the Federation of Mutual Companies in that organization. Mr. McCotter gives the personnel of the executive com'te and the advisory com'te which met monthly at New York, and details the conditions found at the 2,315 plants of all kinds which had been inspected prior to Nov. 1, 1918. In 861 plants precautions against fire were ordered. Mr. McCotter says: "The work of the Fire Prevention Section is drawing to a close and there is no question but that it has performed a service in winning the war, and it has performed a service in teaching insurance men that safety for the property comes before insurance, instead of insurance taking the place of safety."

Annual Statement Western Millers Mutual.

The 36th annual statement of the Western Millers Mutual Fire Ins. Co., as given by Charles H. Ridgway, sec'y, Kansas City, Mo., shows insurance in force totaling \$11,943,565 on Jan. 1, compared with \$10,203,400, on Jan. 1, 1918. Receipts from premiums and assessments were \$182,196.31; interest, \$15,695.83. Losses were \$66,187.38; expenses, \$29,304.88; premiums and assessments returned, \$24,694.39; interest returned on renewals and cancellations, \$14,084.94; cash assets, \$387,571.15.

The cash deposit notes subject to assessment amount to \$1,542,158.76, making gross assets \$1,946,082.41. Since its organization, the company has paid losses aggregating \$1,344,602.64.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

PULL OUT THE BURLAP SACK that closes the waste space around the loading spout and board up the opening neatly to please the insurance inspector.

THE COURT OF APPEALS of Franklin County, Ohio, has recently held that a claim for workmen's compensation insurance takes priority in case of business failure.

THE MAN who is careless with fire at the end of his cigar, or who does not clean his chimney at least once a year, is lacking in high-class citizenship.—*Fire Facts.*

THE SUPREME COURT OF OHIO has upheld the law prohibiting liability companies from indemnifying employers who elect to carry their own insurance against losses, which sustains the State's monopoly in workmen's compensation.

THE MARINE AND SEAMEN'S division of the U. S. War Risk Insurance Bureau from Sept. 2, 1914, to Dec. 18, 1918, had issued 26,744 policies, for \$1,371,498,012, receiving premiums of \$46,469,501, and sustaining losses of \$29,768,692.

DEFIANCE, O.—The installation of a new sprinkling system, or the building of a new elevator are the alternatives given the Farmers Elevator Co. by the State Fire Marshal. The stockholders were at first inclined to rebel at the order, but it is probable that a new building will be erected.

COMPLAINT has been heard in the halls of Congress about the numerous employees of the War Risk Insurance Bureau getting in one another's way and preventing prompt action on claims. The widows and other relatives of soldiers are expressing their dissatisfaction at the way in which death claims, compensation cases and allotments are being handled; and a resolution has been offered in Congress authorizing a committee to investigate the Bureau and report not later than Feb. 15.

THE DISTINGUISHED SERVICE cross has been awarded to Col. Asher Miner, well known miller of Wilkesbarre, Pa., and pres. of the Pennsylvania Millers Mutual Fire Ins. Co., by the War Department. Col. Miner was in command of the 109th Field Artillery at Apremont, Oct. 4. The heroic act for which he was decorated was going forward under heavy shell fire to supervise placing guns in a new position. During the engagement he was wounded in such a manner that later, amputation of one of his legs was necessary.

CHANGES have been made in the House revenue tax bill by the Senate on property insurance. The Senate bill provides that after Jan. 1, 1918, the tax on gross premiums, deducting reinsurance, return premiums and premiums on policies not taken, shall be 1½ per cent on casualty insurance, 1¼ per cent on fire insurance and 2¼ per cent on marine and inland insurance. Any fire and ma-

rine insurance company may elect to be taxed upon all policies issued by it, including insurance on exports, in which case the tax shall be 1¼, but this election once made must be adhered to in subsequent years. The taxes are to be

computed and paid quarterly, which eliminates the burden of clerical work attendant upon the present method of monthly payments. Such payments already made during 1918 are to be credited on the new taxes.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

Organized 1902

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

Mutual Insurance for the Country Grain Dealer at actual cost

Try our plan for Short Term Grain Insurance

Never missed a dividend E. H. MORELAND, Secretary Never made an assessment

ILLINOIS APPRAISAL COMPANY

UNITY BUILDING

BLOOMINGTON, ILL.

SPECIALISTS IN ELEVATOR AND MILL VALUATIONS

DO YOU KNOW THE VALUE OF YOUR PLANT?—DO YOU CARRY ENOUGH INSURANCE?—WRITE US

WINDSTORM INSURANCE

THE "GRAIN DEALERS' WAY."

Don't wait for the destructive spring Tornadoes before getting Windstorm protection. Heavy winds occur in all seasons. Look after your insurance NOW and get it out of the way.

Our Cost Is Very Low

Write for Information

C. R. McCotter
Manager
Western Department
Omaha, Nebraska



C. A. McCotter
Secretary
Indianapolis, Indiana

"The only argument available with an east wind is to put on your overcoat."

THE RECORDS

OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

THE ELLIS CONTINUOUS FEED DRIER

is in a class by itself. The drying and workmanship is unsurpassed; its operation is simplicity itself; the running expense is most economical and the dried product it produces is unexcelled.

THE ELLIS DRIER COMPANY

CHICAGO, ILLINOIS

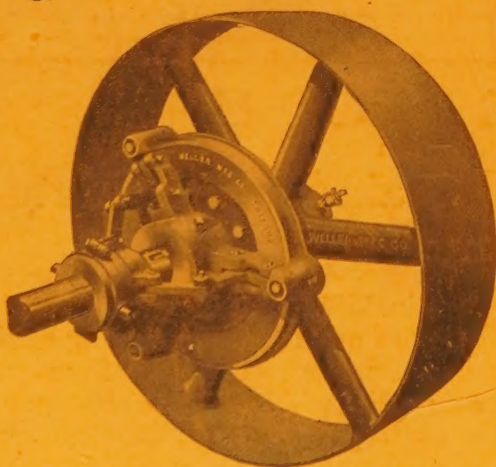
Grain Driers

Rotary Driers

Oat Purifiers



FRICTION CLUTCHES



We make more types and sizes of clutches than any other concern in the U. S.

We have a clutch to suit every condition or requirement. Fully described in our new

Friction Clutch Catalog G-27

WELLER MFG. CO.

Chicago

OUR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY

Minneapolis, Minn.